



latitude 38

THE NORTHERN CALIFORNIA SAILING SHEET

VOL. 23 APRIL

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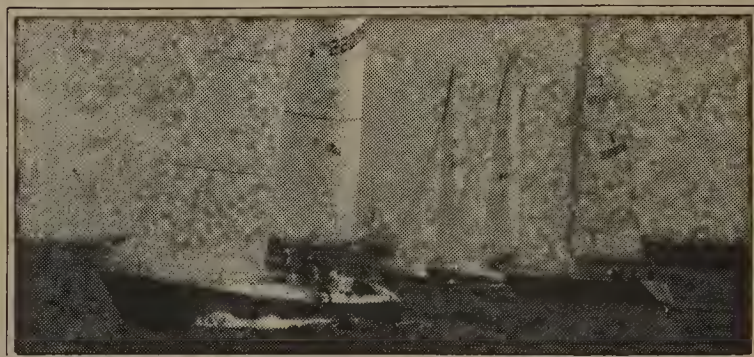
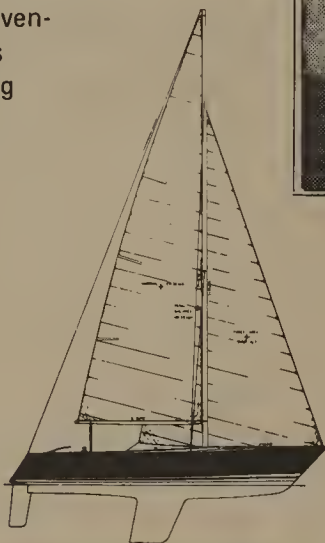
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Don Trask, the new West Coast builder of the J's, sails "T's J", while Steve Seal sails "O J". Both are highly skilled sailors, and both love a good workout. So far the score is even: "T's J" won the Metropolitan Midwinter Series on San Francisco Bay with "O J" third, and "O J" tied for first in the Los Angeles Midwinter Series with "T's J" third. The battle will continue for the foreseeable future. Don and Steve are good friends, and do great battle on the water.

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T's J*



OJ*



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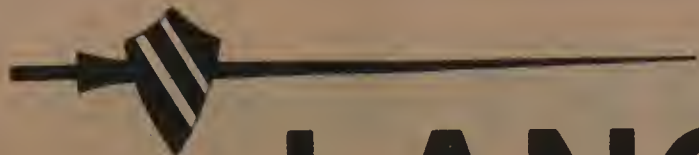
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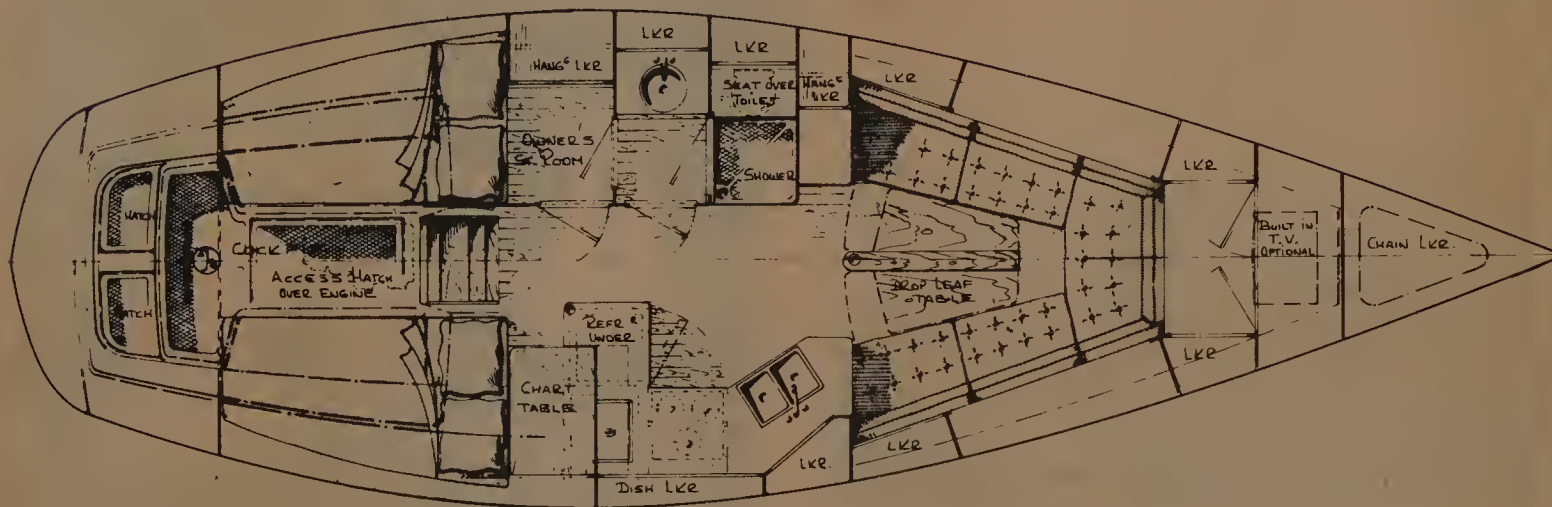
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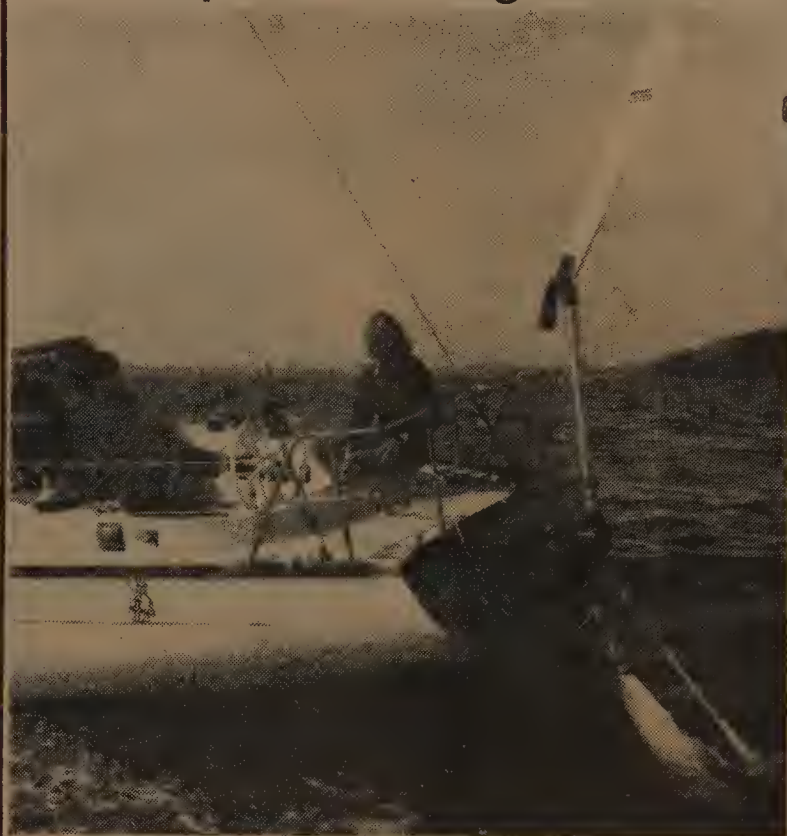
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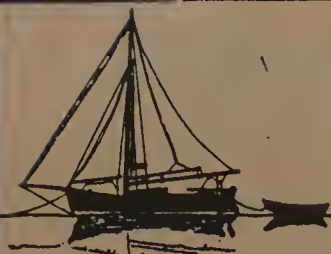
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42' CHRIS CONNIE	58,000
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SAIL (cont'd)

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45' MATHEWS cruising cutter	26,000
45' CARPENTIER custom ketch	59,500

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'the northern california sailing sheet'

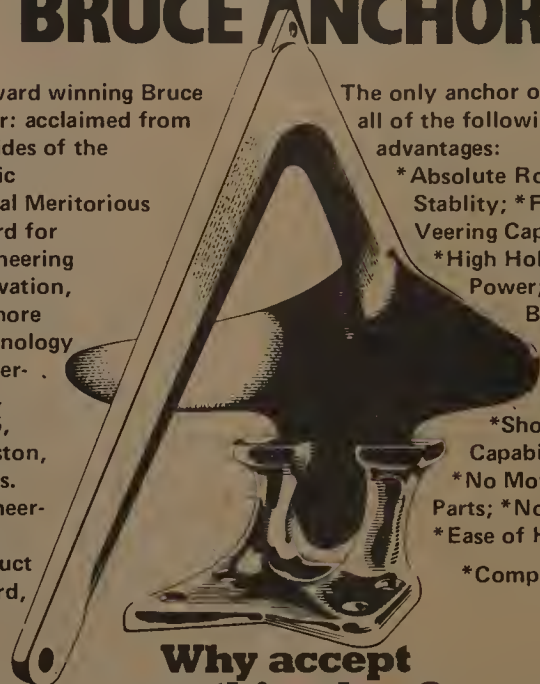
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28' Morgan	22,000
28' Dolphin Sloop	15,500
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33' Fjord	59,000
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34' Dsl. Double-Ender	Offers
34' Maas Yawl	29,500
35' Magellan	41,900
35' Alberg	32,500
35' Stone	29,000
35' Ericson	2 from 47,500
36' Angleman Ketch	53,500
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37' Peterson Schooner	Offers
40' Concordia Yawl	47,000
40' Cheoy Lee Offshore	80,000
40' Rhodes Sloop	48,500
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Cuddy w/head. Very high quality	\$10,000
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Overview by Larry Janss

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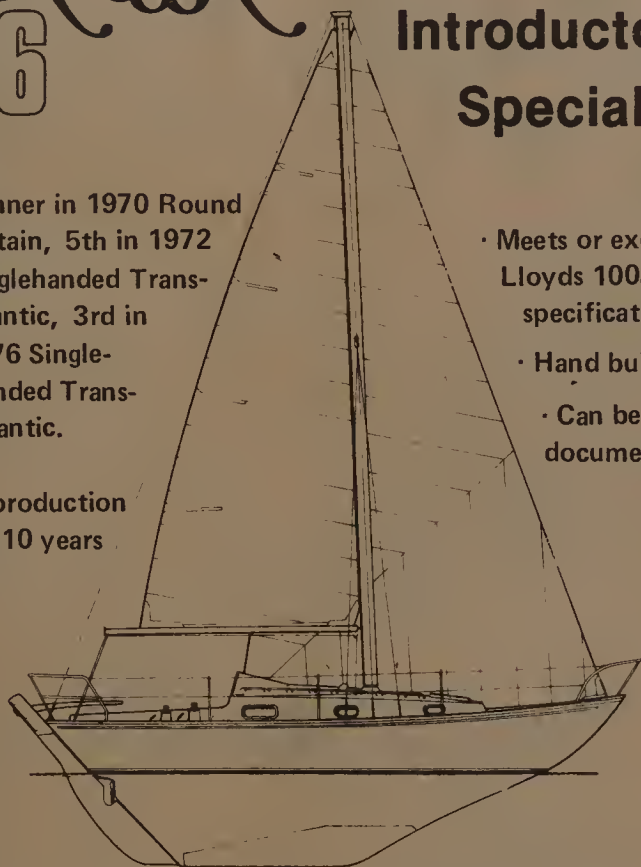
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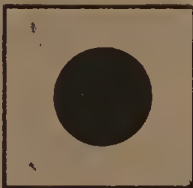
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LETTERS

Latitude 38,

Useful information on your questions about the efficiency of radar reflectors may be found in:

- "Yachting Monthly", Vol. 136, No. 842, September 1976, pgs. 1290-1296, and
- "Geartest", Issue No. 1.

Both excellent technical tests of a variety of models, with reasonable comment. If you are not familiar with it, "Geartest" is a British "Consumer Reports" of Yachting gear. They have excellent testing reports and are ruthless with substandard stuff. I don't know if they've run a report on EPIRBS or on liferafts. I've only read their issues in the library of the RORC in London and don't know of a library here which carries it.

The address is: Geartest, 13-14 Homewell, Havant, Hampshire PO9-1EF, Great Britain. \$20 per year; back issues available (publication began in 1976, I think).

I hope that this information will contribute to your research and efforts on behalf of safe yachting. I look forward every month to the next issue of Latitude 38 and hope that you continue to enjoy the success you deserve for the fine yachting news you publish.

I am sorry to report that, the Sailing Perverts Calendar to the contrary notwithstanding, you have been upstaged in the Mammary department by the centerfold Vectis Sailcloth had in the Seahorse (Royal Ocean Racing Club), no. 50, Jan/Feb, 1979 in color yet.

John H. Gullett
San Francisco

P.S. I enjoy the trip to the chandlery to pick up my Latitude 38 each month and have never left the chandlery without spending money. The advertisers should be glad to know this. I'd rather have it, that way than another glossy expensive rag, long on ads, and short on objectivity.

John — Thanks for the encouraging words and the information. We'll look into both Yachting Monthly and "Geartest" to see what they've got to say about radar reflectors.

We're very disappointed to hear that our Perverts Calendar has been upstaged. Frankly we don't like to be outdone by the porno of some conniving English sailmaker, so we may just have to get to work making amends.

Latitude 38,

Enclosed you'll find my check for renewal. I enjoy your mag immensely, it's well worth the price (but don't let that go to your head though). There are a couple of questions, however.

1. What are you doing for us sailing perverts this year? The last calendar/poster was for 1978 if you hadn't noticed.

2. How does one get hold of the folks who publish Diane Beeston's calendar? I ordered and paid for one in January, but still haven't received it. In spite of the good pix, those calendars don't appreciate in value during the year.

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Ranger 23	15,000
Pacific Sea Craft 25	15,500
Bristol 27	17,000
Catalina 27	17,900
Tartan 27	19,250
Catalina 27	20,000
30' Rhodes Design	22,000
Islander 30	23,000
Cal 2-27 (on bay)	23,500
Columbia 32' Sabre	7,700
Ranger 33	39,000/offer
Ericson 35	46,200
Chance 37	59,000
Alden Ketch 38	37,500
Lapworth 59	75,000

MULTI HULLS

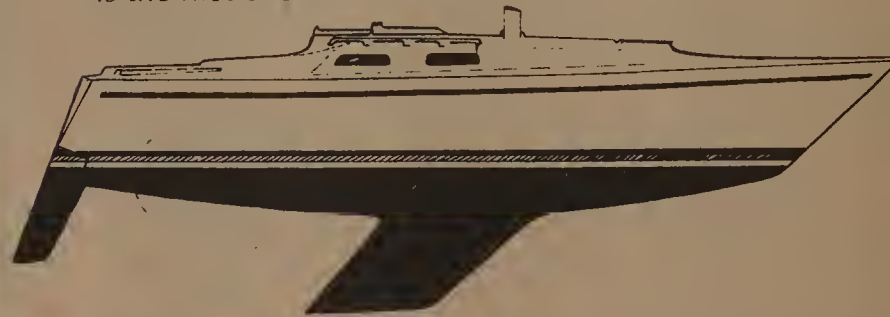
35' Horstmann Trimaran	\$38,500
36' Racing Trimaran	36,000
37' Brown Trimaran	33,500
40' Brown Trimarn	45,000



THE SANTANA 30

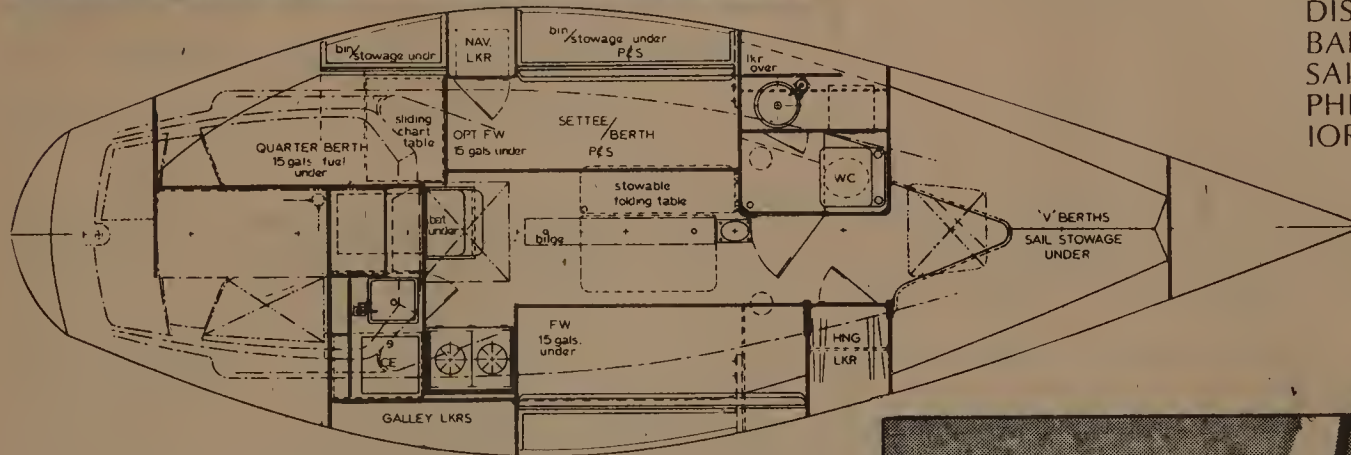
The Santana 30 is perhaps one of the most graceful yachts in this size range. She is sleek and beautiful. Her sailing characteristics match her style and lines, she is fast, beautifully balanced and a pure joy to sail. While the 30 has enjoyed an excellent race record, particularly in the Ocean, her sailing characteristics are what make her an excellent Ocean cruiser, which is why 80% of all Santana 30s sold are owned by cruising families.

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Division R Champion 78/79

LOA	29' 11"
LWL	25'
BEAM	10'
DRAFT	5'
DISPLACEMENT	8,000lbs
BALLAST lead	3,800lbs
SAIL AREA 100%fa	412
PHRF	174
IOR	20.2



SPECIAL

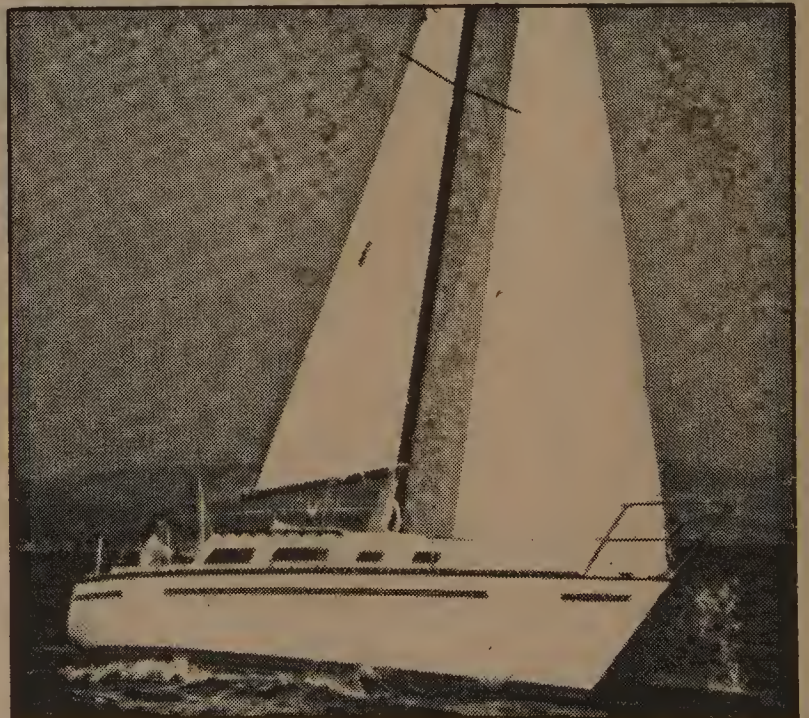
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LWL	23'
BEAM	9' 2"
DRAFT	0' 0"
DISPLACEMENT	7,500lbs
BALLAST lead	2,550lbs
SAIL AREA 100%fa	363
WATER 20gals	FUEL 20gals



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LETTERS

3. The number of typos/proof-reading errors in March issue was excessive. That was bad enough to make reading a stress sometimes. Are you planning to try a little harder there in future issues? Yes, this is a bit of a nit-pik.

Carry on the good work.

Dennis Slaughter
Livermore

Dennis — you can call Diane Beeston at 931-8622, and she'll put you in touch with whoever it is that handles the distribution of her calendars.

On the matter of typos; these are a source of considerable grief and embarrassment to us. But given our very limited staff and our desire for up to the minute news, there's little we could do at the moment. If trying harder would make a difference, we would do it, but the truth of the matter is we can try no harder than we are doing now.

Which brings us to the matter of the Perverts Calendar; we wanted to do another one but we just didn't have the time, and it does take lots of time. If some lovely lady were to come up and say "I'm your pervette, shoot me", well, we'd probably do it. Stay tuned and thanks for the renewal and the feedback.

Latitude 38,

I want to tell you how much I've enjoyed your Feb. and March issues. Since I am also a female skipper and boat owner, I found the interviews supportive and enlightening. I look forward to more articles about women and the sea.

Thanks.

M. Martin
Electra Skipper

M. Martin, Electra skipper — If you liked February and March we trust you'll like this issue also, with all its women. Actually we thought two issues was going to just about be the limit for women in sailing, but the end is not in sight.

Latitude 38,

I just like to drop you a line to tell you how much I enjoy reading your sailing sheet LATITUDE 38. You might say, hell, are we read that far abroad? Yes you are. Your magazine is sent to me regularly and even though I live in Sydney, Australia, I have many happy memories of sailing on S.F. Bay, during my holidays of the last couple of years. As such your sheet brings back many happy memories. It is great to read such stories as the TransPac singlehanders race, which down here is just a small news item. I look forward to see, later this year, here in Australia, such great boats as Kialoa and Windward Passage and with me many thousands of sailing enthusiasts will be thrilled to see these boats in action.

All my sailing on S.F. Bay was done on the sloop "Yankee-

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Stove Alcohol	\$3.29 gal.
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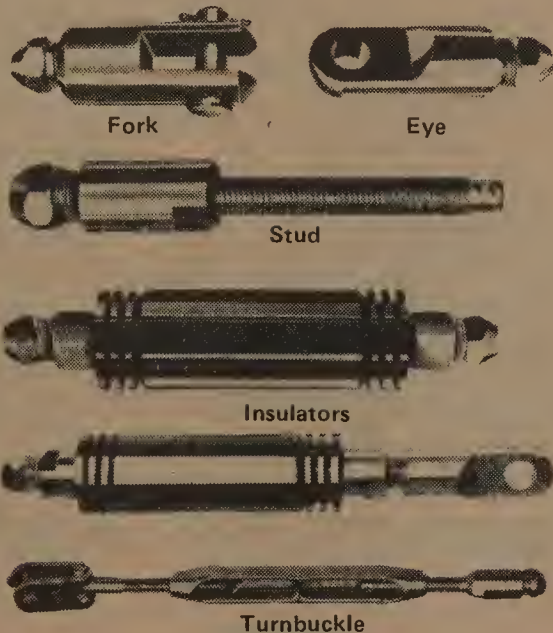
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RIG IT RIGHT

Don't wait 'til your mast comes down. Check your rigging now.
Replace those (?) questionable shrouds, stays and frozen turnbuckles.

STA-LOK RIGGING



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1/32	12.30	15.30	13.70	8.30	13.70
3/16	14.30	18.80	15.90	8.90	15.50
1/8	18.80	25.90	22.30	8.90	16.60
1/4	18.80	25.90	22.30	8.90	16.60
5/16	22.80	29.90	25.20	9.90	16.60
3/8	28.60	36.90	32.40	5.40	8.10
7/16	39.20	42.90	42.10	7.70	11.80
1/2	96.90	122.60	—	8.30	—
9/16	96.90	122.60	—	8.30	—
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	T-T	T-E	T-F	Available in the following Configurations: Terminal-Terminal Terminal-Eye Terminal-Fork
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TURNBUCKLE ASSEMBLY

Part No.	Wire	Thread	Pin	B.S. (lbs)	List
5-10-10	1/32	1/16	1/16	4700	\$25.60
6-12-12	3/16	3/16	3/16	8200	29.40
7-12-12	1/8	1/8	1/8	8200	36.70
8-16-16	1/4	1/2	1/2	14700	46.90
9-16-16	5/16	1/2	1/2	14700	49.80
10-16-20	3/8	1/2	3/8	14700	58.30
12-20-20	1/2	1/2	1/2	18000	74.90

TURNBUCKLE ASSEMBLIES

STA-LOK stud terminals combined with Merriman-Holbrook series 785 unitized turnbuckle/toggles. The STA-LOK terminal eliminates the need for a separate wire terminal or swaging operation. The turnbuckle body is forged aluminum silicon bronze, chrome plated. When combined with the stainless steel ends it assures a long lasting non-galling fit.



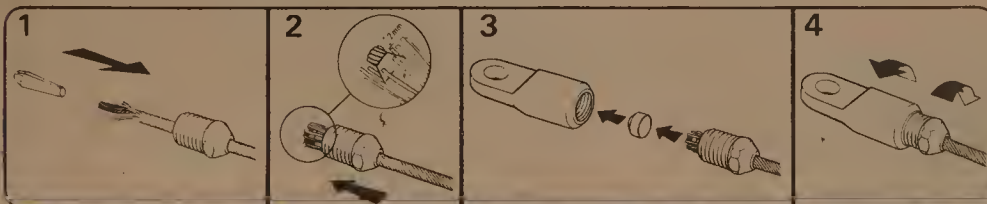
For both the amateur and professional rigger STA-LOK is essential equipment for new and repair work. Exact length accuracy can be achieved by completing lower ends with mast stepped thus eliminating tricky measuring or tedious calculation.



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STA-LOK parts throughout are made from non-magnetic corrosion resistant stainless steel bar (316 alloy) which is also used for the wire thus preventing the risk of electrolysis. STA-LOK produces 100% of the rated breaking load of the cable and is approved by Lloyd's Register of London and the Council of Industrial Design.



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3,300	5/32"	.392	1,760	1/8"	\$.594	1/8 x 7/32	7 x 7	\$.445
4,700	3/16"	.491	2,400	5/32"	.620			
6,300	7/32"	.628	3,700	3/16"	.690	3/16 x 5/16	7 x 7	\$.758
8,200	1/4"	.825	5,000	7/32"	.904			
10,300	9/32"	.903	6,400	1/4"	1.05			
12,500	5/16"	1.13						
17,500	3/8"	1.63						

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LETTERS

Doll" a beautiful, by the owner restored, Holiday 31 footer from Loch Lomond Y.C. I like to thank Loch Lomond Y.C. for their hospitality extended to me during my visits and I like to thank the owner/skipper of the "Yankee-Doll", Gus van Ommeren, better known to his all female crew (who incidentally could sail the pants off many male chauvinists) as "Captain Bligh" for the great times and the invaluable experience gained from sailing with him. Sometimes, I am sure, I can hear him bellow here "down under" when one of his crew is abit slack.

Anyway, I hope to do a bit more Bay sailing in the not so distant future, so in the mean time keep this great sailing sheet sailing along.

Regards to all your LATITUDE 38 readers.

Robert de Bondt
4 Terry Street
Balmain, NSW 2041
Australia. S-Lat. 33-52'

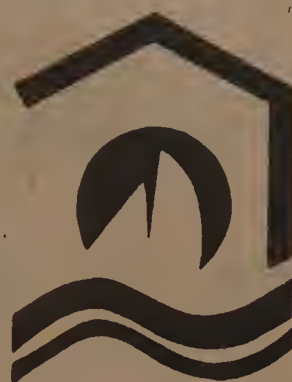
Latitude 38,

I feel bound to respond to Papilio Rutulus letter about Niels Kisling.

Maybe he knows more about Neils, Steve and Walter Fennel and the boat they sailed than I do, but I doubt it. I certainly would not have sailed with Steve on Pi to Santa Barbara that Friday, but it is important to remember that Steve had completed the same race safely in virtually the same weather the year before. It is, also, important to remember that the boat washed ashore more than a week after the mishap. It never did sink. Papilio claims the boat was insufficiently ballasted. It was self righting and the boat was upright when it came ashore. The hull construction was not flimsy. It would and did withstand a greater beating than any other boat in the race. When I sailed on the boat, it always had excellent directional control; here again I disagree with Papilio. His comment about over canvassing is moot. Sails can be taken down, changed, etc. His argument that the sailboat was the killer is bunk. Properly sailed and maintained, the boat would have made the trip safely.

Now, the life raft, it was a total piece of shit. I have a J.C.R. 4 man life raft of the same dimensions Niels purchased for the ill fated race. It is in my garage. It will never be on any boat I sail. After the race, four of us decided to simulate an emergency with my raft to see if our experience was similar to the Fennells and Niels. It was unbelievable (we took movies to prove it to ourselves). The raft inflated upside down. The repair kit floated away. The kit was a joke anyway; two pieces of cloth and a tube of dried up glue. The raft leaked. The CO2 bottle was a WWII surplus (against the law to ship over state lines while charged). With four people in the raft (impossible to accomplish), it was awash, with three aboard, it was awash and with two aboard, it was floating. The pump (a joke) fell apart.

So, to whom do you complain? No one, there are virtually no regulations covering life rafts, nor the gross untruths of their advertising.



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LETTERS

There is no such thing as a Coast Guard approved life raft. If you don't believe it, ask the Coast Guard. The only restriction we could find regarded the inter state transport of the CO2 cylinders used for inflation.

Papilio's suggestion that the raft be tested in simulated conditions is great hindsight. Ironically, when rafts are tested and repacked, the failure rate (upon inflation) is as disgraceful as with new rafts.

Mr. David Vandenberg of Santa Cruz did an exhaustive study of manufacturers, quality characteristics and the law pertaining to life rafts after Steve and Walter Fennell died. He can tell you more about them than anyone I know. As for Papilio . . . as my dear old mother used to say, "If you don't know shit from Shinola, don't be surprised if someone things your shoes stink."

Pat Walsh
Los Gatos, Ca.

Pat — We hope to do something on liferafts in an upcoming issue. If you'd let us have a look at your raft, we'd greatly appreciate it. We'd also appreciate it if you might tell us how to get in touch with David Vandenberg.

Latitude 38,

For once, I have to disagree with the greatest little yachting publication in the world; I hate for it to be over something so apparently trivial as water balloons.

I agree that adults should be able to act like kids once in a while and that a water balloon is not likely to kill anyone, and I've had a lot of fun throwing water around on Seattle's Opening Day. However, the chance of serious injury is not so insignificant. A couple of pounds of water scoring a direct hit on an eye or an ear is no joke, and 'Yachting' reported two separate instances of blinding from this a few years ago.

I recall seeing a nattily attired and stuffy-looking gentleman nearly stumble off his flying bridge after a direct hit on his arm. It could as easily have hit his frail, gray-haired wife.

It's not just the kids on the foredeck splashing each other; there are always going to be three gorillas with twenty feet of surgical tubing and a funnel firing into a crowd that isn't watching. If you've got to take sides on this issue, please take the other one.

Alan S. Rutherford
Seattle, Washington

Alan — While you are the only one who wrote us about the 'water balloon issue', several others made irate phone calls.

The whole thing troubles me, Richard. When I think of water balloons I think of hale and healthy teenagers and adults blowing off a little steam; and I think it's good! I don't think it's anywhere near as dangerous as basketball or tennis, and if healthy young adults can't take that risk, well then, we're all in trouble.

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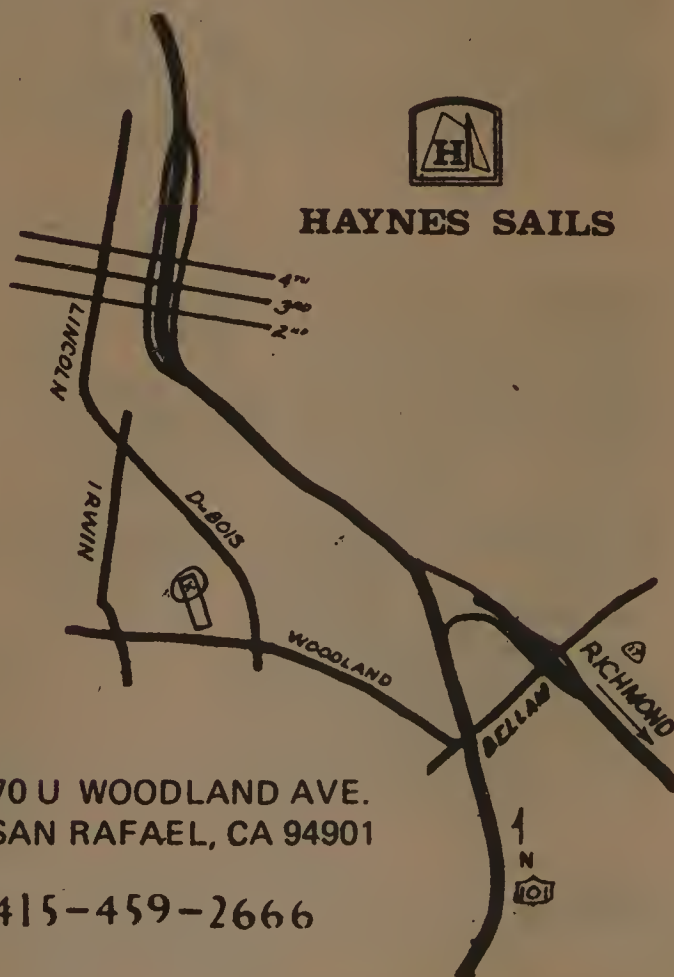
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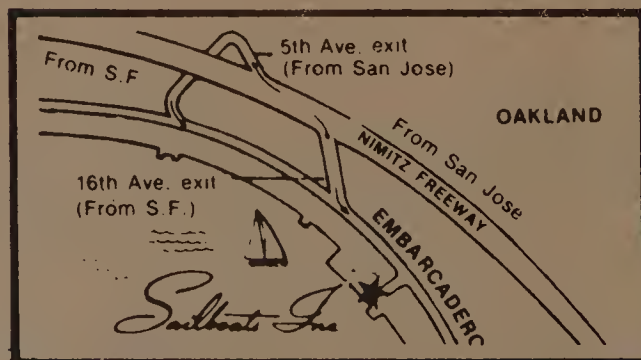
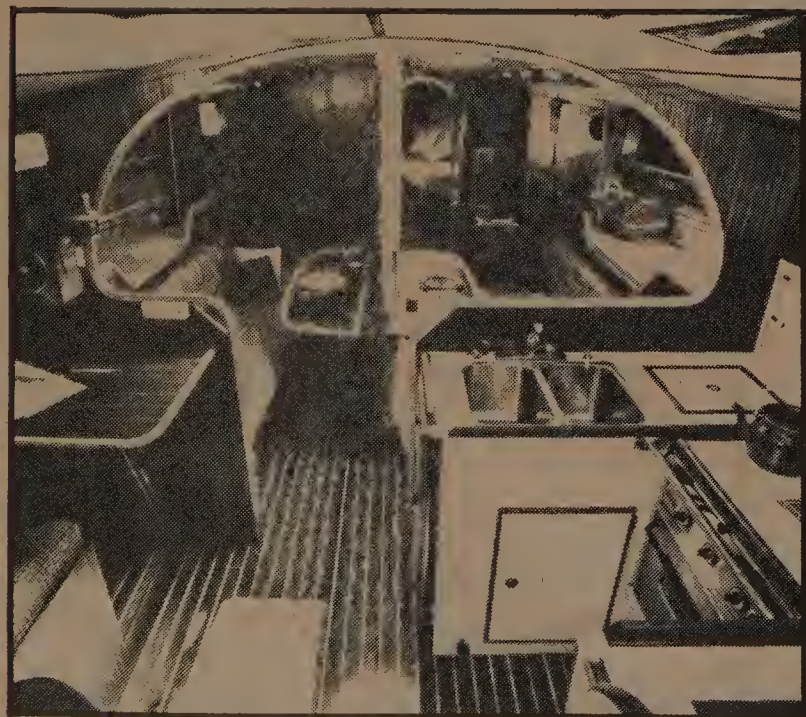
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LETTERS

Throwing, or particularly rocketing water balloons at little kids, senior citizens, folks carefully dressed, people not paying attention, or people who don't want to get involved. . . that's not about water balloons, that's about being an irresponsible asshole. But since even sailors tend to get carried away into that territory, we'll agree with you and say "No, no water balloons."

Latitude 38,

Let all our cruising friends know we have a channel hazard at present, but are working on it.

Plan arriving at our basin on high tide — the last half mile is our problem.

Max Flohr

Max — Some of our readers will be interested to know that the channel hazard you are referring to is on the Petaluma River.

Latitude 38,

Thanks for the recognition in your March Issue. I can appreciate what you said when you mentioned Latitude sponsoring a race. Besides all the conflicts and comments such as "A crappy race", "Prize money not Corinthian", etc., who would want to sponsor a race? I might also mention that organizing and running a race costs a great deal of time. I've got to work double time between now and 1980 so I can once again be in Hawaii to see the end of the 1980 race. By the way, anyone wishing to enter the 1980 race should contact the Singlehanded Sailing Society for an entry form. Phone: (415) 441-1120.

Also you mentioned that one must belong to the Singlehanded Sailing Society to be in our races. Although we like as many members as possible, it is not necessary to join the Society to race in any of our races. We have some racers who have been in almost every SSS race, but they are not and never have been members. We are proud of the Singlehanded Sailing Society membership because of its diversity.

Keep up the good work.

George B. Sigler

Latitude 38,

. . . Alright, already — here's your crummy ten bucks — (I almost wasted it for food for my thirteen starving children —).

I can't live any longer without knowing what kind of nautical yellow journalism you practice — rush my subscription to:

—Martin Le Van

Latitude 38,

If I miss an issue, you're going to be singing soprano.

Herb Dressel
, Long Beach, Ca.

Don Wilson YACHT SALES



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LOOSE LIPS

"If it were not for the unfortunate fact that living on land makes people genuinely crazy, perhaps sailors wouldn't go to sea, or at least they'd stay on land longer. But the landbound life is a problem. It tends to confuse people with its traffic lights and politics. There is nothing confusing about the sea. It is very complicated, but not confusing."

We stumbled across that quote while inspecting photographs in the April edition of *Playboy*. Actually it wasn't part of any bunny biography, but part of an article by Reg Potterton on Antigua Week titled, "Captains Outrageous". We learned much from the article that we hadn't known. For example, that the 'battle cry of ocean racing' is "Eat shit and die, asshole!" That's the first time we've heard that one, but then we don't do all that much ocean racing. We'll have to check with Louis Kruk who will be sailing on Kialoa during Antigua Week and has promised to give us a report.

While we're on magazines, *Town & Country* — how appropriate — has named the "six best custom ocean yachts". If you were as dumb as we were and didn't know them, they are as follows: A 75-foot motorsailor designed by Alden and built by Stephens Marine in Stockton; a 70-foot twin-diesel ketch by Camper & Nicholson; a Swan 47; Jadar, an 80-foot Palmer-Johnson-built S&S ketch; "Il Moro di Venezia, some Italiano number; and Bruce Farrs' "Mr. Jumba". If you don't own one of these you're country, boy.

Maybe one of the reasons that "Windward Passage" is for sale is that she didn't make *Town & Country's* list. But for sale she is reportedly for 600 thou. Kialoa, one of her foremost rivals will be heading for England and Cowes Week after Antigua Week is over, and from there she will start working her way around the ocean racing world, doing the Southern Ocean circuit this coming winter, the Clipper Series in Hawaii in the fall, and be back for the Big Boat Series at the St. Francis in 1980. Last time she and Passage dueled it out around the globe, this time "Ondine" will be her sparring partner.

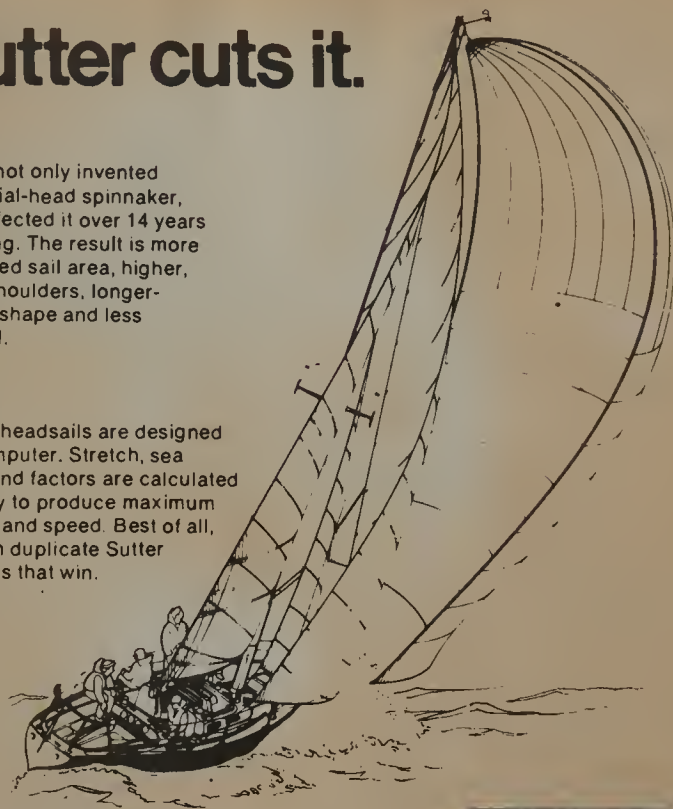
Down in Santa Cruz not everyone is as laid-back as you think; there are still those of the "don't get mad, get even" school. The way we were told this yachtsman was mad at the surfers who surf the waves in the middle of the Santa Cruz harbor entrance — it's illegal to surf there but surfers never have paid much attention to the law because most police aren't equipped with surfboards to arrest them. To make a long story short, this skipper decided if they could surf where he sailed then he could sail where they surfed. So off he went to 'Steamer Lane' which is by the Lighthouse in Santa Cruz, and the home of some fine waves. This sailor even caught a wave and indeed terrified the surfers, particularly those caught inside when his boat broached and rolled. There's a simple moral to this story, and that is sometimes it is better to get drunk than to get even.

But if you have a fishing boat maybe you can get mad AND get even AND get away with it. About a week before the start

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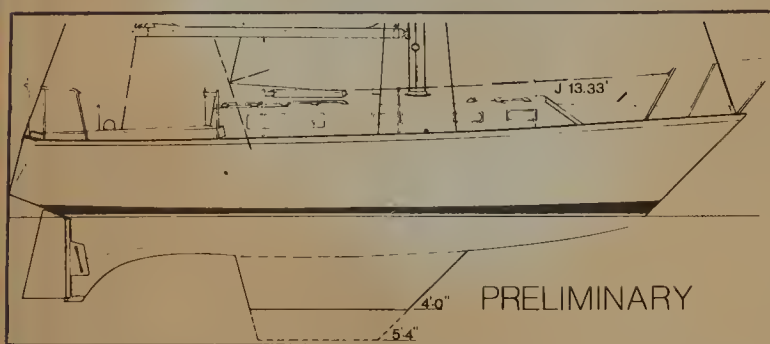


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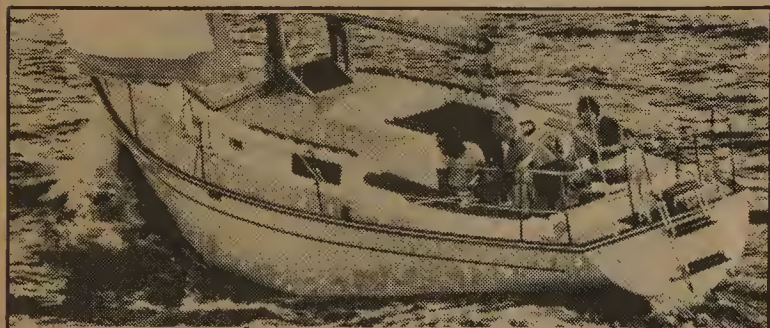
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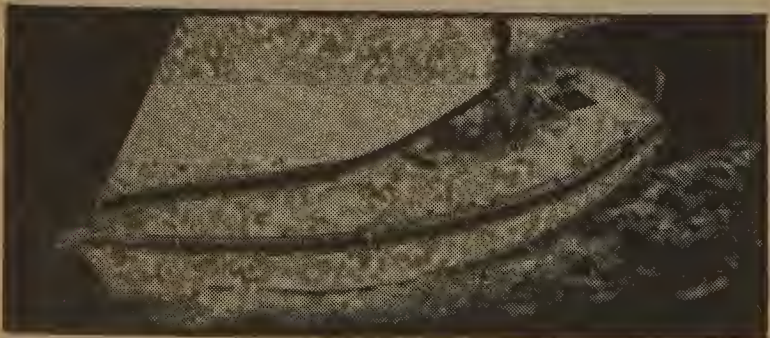
MORGAN 32

Morgan's recently introduced 32-footer represents a practical development of the moderately light contemporary performance cruiser/racer. The hull has a modern profile, a fine forward waterline with a shallow forefoot, optional deep fin keel and a skeg-hung rudder with the propeller mounted within an aperture. The sail plan has moderate area with shrouds set well inboard for close headsail sheeting. It rides and sails like a 40-footer.



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43' Swan	205,000
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41' Swan	145,000
40' Challenger	78,000
39' Custom Sloop	62,500
39' Cal	83,750
37' Kiwi One Ton	65,000
37' Ranger	55,000
36' Islander	47,500
36' Seawitch Ketch	49,500

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LOOSE LIPS

of the Ano Nuevo Race the Hawkfarm "Big Bird" was side-tied to some Santa Cruz 27s near the outside of the Monterey Yacht Harbor — exactly where the Harbormaster instructed the boat to be tied up. A fishing boat captain putting past hollered over that the boat couldn't stay there. When the boat wasn't moved as per his instructions he turned his fishing boat around and rammed "Big Bird" in the transom in front of a good number of witnesses. "See you in court" is what he said.

Yes, we know what Ano Nuevo means, and that it should have one of those little marks over Ano, but our typesetting machine doesn't do those or windows.

We recently sent out some renewal notices to some of our subscribers, and did some of them ever get mad! No wonder, they're subscriptions were only a month or two old. We tracked down the screw-up to one computer and two humans. For some reason between the three of them the wrong expiration code got on a part of one month's subscriptions. To make sure we don't have the same problem again we lopped the heads off the two former humans and ripped the electronic entrails out of the computer. But if you got the renewal shaft from Latitude 38, accept our apologies and we'll accept your collect call to get it all straight. We like to fool around and have fun, but not with your money!

Over in Jack London Village they're having a showing of sailing photographs at the Status Gallery. The work shown will be that of Chris Caswell who is the editor of "Sea" magazine and consequently gets around for those good shots. Now unfortunately we weren't told how long the show lasts — just that Chris will be there April 1st to discuss his photographs and sailing "horror" stories, but April 1st has already past. We suggest you call 893-7956 to see if the show is still on, before you drive over to 55 Alice Street in Oakland.

The Coast Guard reports that a vessel has sunk in the approach to the Pillar Point Harbor and that you should exercise caution when sailing in that area. The vessel sunk approximately halfway between the Pillar Point Harbor Harbor Entrance Lighted Bell Bouy 3 and the Pillar Point Harbor Light 5. As of the 16th of March the Coast Guard reported that the Radiobeacon on the Farallones was not operating — it probably is now, but you might check before heading out in the fog.

YRA Executive Secretary Kitty James reports that as of the 15th of March the One Designs Classes Association was the fastest racing group around with over 350 boats signed up. Leading the way are the J-24s with 26 boats and Ranger 23s with 24.

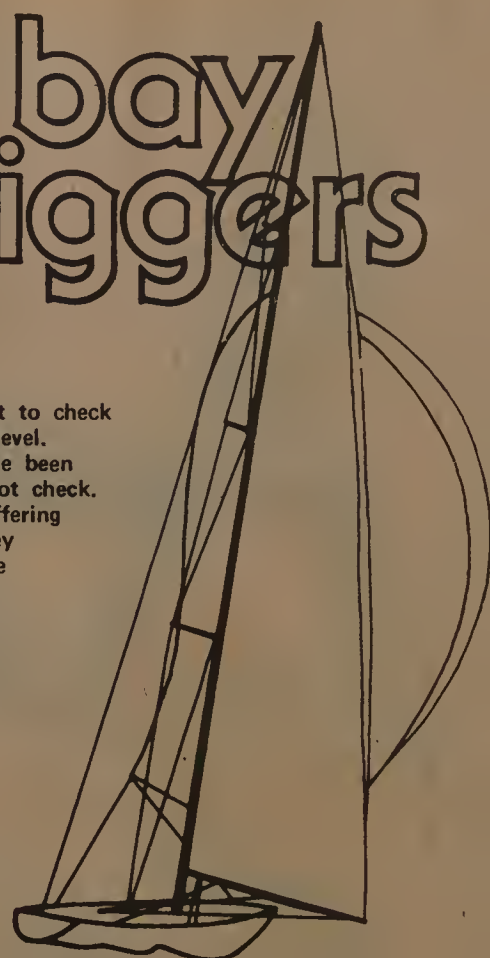
And now for the local business news: Bill Lee Yachts in Soquel is building the Mull-designed Six Meter "St. Francis VII" for a syndicate from the St. Francis YC to be sailed in the Australian /American Challenge Cup this coming September. Mull and Lee played identical roles with "St. Francis VI" the boat

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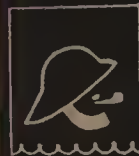
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- 36' Columbia, 1969, perfect condition . . 37,500
- 33' Spalding, 1951, Perkins diesel, A/P long cruise, w/freezer 14,975
- 31' Ericson "Independence", 1977, cutter, spinnaker, loaded. 49,500
- 30' Willard M.S., 1974, Bristol 36,500
- 26' Chrysler, 1977, 10 h.p., sailor outboard 16,950
- 24' Bristol, 1967, rigged singlehanded cruising, full keel. 11,900



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Dell and friends doing some casual 15's after a night of 20's. Note the 4 foot rooster tail behind John Callahan with the camera. Watch for John's soon to be released X-Rated "A night on the Banana Republics."

MOORE 24 MOMENTS:



THE YACHT: Banana Republics

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Event: First to finish 1978 M.O.R.A.
San Francisco to San Diego Race

strongly constructed. You're really stressing the boat like crazy when you're sailing down waves like that. One thing that was very evident was the controllability of the boat downwind, there was never a problem. We never broached under those heavy conditions. Nobody builds them like the Moore Brothers."

Dell describes that night:

"It was windy for about 36 hours. We pretty much carried a chute all day long. The wind kept building at this point it was probably blowing about 30 knots. The waves were pretty smooth and pretty big. We were hitting 15 knots on every wave, then later that evening, 18's. That night it was hectic, between 1 and 4 we pegged the average speed-o at 20 plus maybe 3 or 4 times. The crew stuck their heads out the hatch for a second and said, "come on, give us a break, we're trying to sleep." It's quite impressive that you never felt that the boat was anything other than totally solid. It's really

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LOOSE LIPS

that held off the Australian challenge in 1975. Tom Blackaller was the skipper of that boat and will be the skipper of "VII" also. Commodore Tompkins will be doing the commissioning Serendipity Yachts of San Francisco will start building a Dennis Choate Scott Kaufman-designed 40-footer in Alameda within the next month. The boat will be known as the 'Serendipity 40' and 6 of them are already committed to race in Richard Rheem Perpetual part of this year's Big Boat Series. Kim Desenberg has started North Coast Yachts which will manufacture the Wylie-designed Hawkfarms and the new Wylie 34 . . . Gary Mull is happy to announce that Peter Dunsford who used to work for Jay Benford, and Paul Kotzebue who worked at Gerard Boats in Santa Barbara, have both joined his staff of designers. . . . and in Marin County the Sausalito Cruising Club is growing like a weed. 12 new members joined in February, 6 had joined in January — that's a total of 18 in two months for those of you who can't add.

Sermonette: Lots's of sailing magazines will tell you about the adjustments you may have to make if you decide to live aboard your boat. But how many we ask you, how many will tell you about the withdrawals you suffer when moving off your boat and back on to terra firma. Right, not a darn one but Latitude 38!

Moving ashore, even if only on a temporary basis will create a horrible disruption in your living pattern, and it is more than likely that you will never be able to get accustomed to it. Our move ashore was particularly grievous since we ended up in an apartment on a busy street. In the afternoons the smoke alarms would go off, at night the drunks whimper, snivel and throw rocks through the windows. But mornings are the worst. Geez, we can so well remember the pleasures of taking a morning leak off the transom . . . but now try it even in the toilet and the old hag downstairs starts howling up the ventilator. It was enough to give us a complex, and our plumbing hasn't worked since.

One evening a friend from the old dock dropped by and immediately noticed symptoms of our shoreside ailments: ring around the collar, hives, and large tufts of our beard falling out. "What you need to do," he said, "is cut a big hole in the floor, pour in a couple of quarts of motor oil, a little milk, then lie on your stomach and try and repair engines and bilge pumps in it — just like you used to do on the boat."

Now we're not stupid enough to cut a big hole in the floor, but we caught his drift, and did a number of things to bring back remembrances of the good life aboard the boat: unplugging the refrigerator is one, shutting off the hot water another. If our spirits really need a lift we plug up the toilet for a few days, rip out the phone, flicker the lights, and sleep on some foam cushions.

All these things help, but they are really just cosmetic solutions to a deep ailment — akin to erasing the red spots on your face when you've got the measles. Yes, there's only one real solution to the problem of moving off your boat — don't do it!

— Latitude 38

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Gary Jobson created and coordinates the U.S.Y.R.U. Advanced Racing Clinics, Instructor's seminars and Regatta Tune-Up clinics. His programs have reached more sailors in the past year than any commercial venture. Having coached sailing at the Naval Academy and Merchant Marine Academy, he now serves on the U.S. Olympic Committee. Gary has raced in dozens of classes and holds five national titles. He has completed seven S.O.R.C.'s, was a three time All American Sailor, and is the only person named College Sailor of the Year two times, as well as Ted Turner's tactician aboard Courageous in 1977.

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Let experience give you a hand.

I.O.R.

Stand back! Hold on! Get ready! The 1979 IOR season is about to burst upon us. The best word to describe the mood of the 1979 Spring IOR meeting is — anticipation. The eighty members present were like a bunch of skiers at a November ski swap.

The meeting was held at the St. Francis on March 22, at 8:30 PM. Everybody was up. The attendance was twice as great as the 1978 meeting, which certainly indicates a much greater interest than we have had in the past. It was really great to see the older boats coming back: Al Hulse and "Zoo", a Nightengale; Walter Treadwell and "Nitefighter" an Ericson 39; Walt Featherstone and "Blue Lou", a Pearson 10M, even Max Gordon is back with "Black Magic."

Chick Leson, "Incredible" credits most of this renewed interest to the old-age allowance. He feels that as soon as we get an old-age allowance for skippers we'll really be doing something.

The boat that most clearly demonstrates the wide variety of boats competitive under the IOR is the Millgram designed 36-ft. cat ketch rating 18.5 entered in Division D. Picture that at the 1/4 Ton Worlds.

This year's IOR fleet will be split up into four divisions on the bay and two divisions on the ocean. There are approximately 20 boats in a division and the rating breakdown is:

Bay: Division A, 29.0 and up; Div. B, 25.5 - 28.9; Div. C, 21.-25.4; Div. D, 16.0 - 20.9. In the Ocean the breakdown is as follows: Division I, 29.0 and up; Division II, 28.9 and down.

A boat rating is usually close to its waterline length. The amount of time (seconds per mile) a higher rated boat gives a lower one is computed on a sliding scale. It is approximately 10 seconds a mile per foot of rating for a boat rating 26 and 6 seconds a mile per foot of rating for a boat rating 32.

For example, a boat rating 22.5 feet would give a boat rating 21.5 feet ten seconds a mile — in a 5 mile race this would be 50 seconds. Complete tables are available from the YRA office.

Biggest boat in the IOR fleet is "Andiamo", a Swan 55. Come-on "Lightin", where are you?

The crew pool response has been great on both sides. We have approximately 50 applicants, many of whom have lots of experience. The names have been given to the skippers and those of you who have applied should be hearing from them soon.

The ocean season starts on Saturday April 7th with the Montara Farallones Race. A great way to jump into the pool. The PHRF fleet will be accompanying the IOR fleet and I am sure a number of them will come back shell-shocked. On April 14th we have the Lightship Race which is easy, followed by the Coyote Point Race which marks the beginning of the Bay season.

Kitty James is still accepting entires at 771-9500, do it now!

— roger hall

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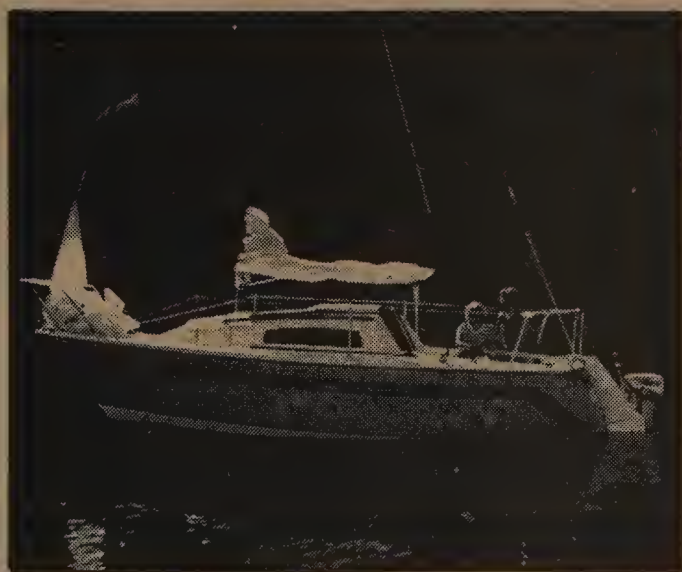
"You mean this is a Buccaneer?!!"

"But . . . but . . . but I thought . . .". Yes folks, our favorite 'old salt' came by the other day, having recognized himself as the guy who said, "A Buccaneer could not possibly beat a Hawkfarm", and believe it or not, his interminable display of 'expertise' was actually stifled for a while. Fact is, he came darn close to admitting he was wrong when he was heard to mutter, "Maybe I learned a lesson", and of course that would have been a real first for the old fart.

Well, old fella, we've got to admit, you did have the wherewithal to come down here and see these all new BUCCANEERS, and that's a step in the right direction. Keep this up, and your advice might start to be worth something.

Speaking of advice, we've got some for any of you who might be thinking about owning a new boat. If you're not quite sure about all the 'whats, whys and wheres, the most important thing to remember is **DON'T TAKE ANYONE'S ADVICE!** There are still a great many 'old salts' out there, and they have a very clever way of sounding like experts, so before you pass up any opportunities, remember — an 'expert' is anyone who makes three correct guesses consecutively, and the only way to know for sure is to come and look for yourself.

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MORA

Most of the activity in MORA this past month has been in organizing the 1979 season and planning race-related events. We have had a tremendous response to the publication of the race courses, and many new skippers have signed up to sail in the ocean. Boats like Tritons, Cheoy Lee 27s, and International Folkboats will be sailing in the PHRF section, and we welcome them to the ocean. Speaking of PHRF, there are so many sign-ups for this section we may have three starts.

There were about 65 people attending the annual Spring Meeting, held at GGYC last Friday evening. Newcomers were introduced, and the Officers reported on such matters as safety equipment, the long distance race, ratings, and so forth. Bob Sleeth, who is serving on the Board of Directors this year, is coordinating a crew list, and we urge those interested to call Bob at (408) 923-4654. Our first race of the season is to Half Moon Bay and back. We usually moor to the dock, and raft up in tiers. There is much boat hopping, and one year a crew person actually fell in. This year, the newly formed Half Moon Bay Yacht Club has offered to arrange a BBQ on shore. This promises to be a really fun event, and I hope starts a tradition.

Some new MORA members were hoping to have the race courses explained in more detail at the Spring Meeting. We plan to have some pre-race seminars, but don't really know what the response will be. For the Half Moon Bay Race, the course is simple; and the famous Montara Hole must be avoided at all costs (normally). Coming back, the only real problem is finding B & W "A", and the prevailing advice is stay higher than 305 magnetic. If anyone has any more questions please call me, or ask anyone on the MORA Board. See you in Half Moon Bay.

— franz klitza

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WOMAN'S PAGE

FEAR OF SAILING

I can sympathize so much with women who are terrified of sailing, because it was only yesterday that I overcame that fear myself. But the point is that it CAN be overcome.

Sailing can be anything you choose to make it for yourself. It can be total family recreation, or "your husband's hobby". It can be an invigorating race or a relaxing cruise. There's a boat to fit everybody, and a job on the boat to fit everybody. And if you're a woman, it does not necessarily have to be in the galley.

Now for some hard core advice for frightened women sailors. I don't know how scientific it is, but after 4½ years of sailing, I can honestly say that I am no longer frightened of anything inside the bay.

1. If you have a heavy keel boat anywhere from about 25 feet and up, repeat after me, "It will NOT tip over!". The keel is so heavy that it can only come out of the water so far. Merely heeling the boat in normal sailing will not capsize her. It would require something extreme such as a huge wave or a collision with a freighter, neither of which you are likely to encounter at this point.

2. If you haven't invested in foul weather gear and a comfortable life vest, you are not serious about learning to sail on San Francisco Bay. Any husband who supposedly wants his wife to become a better sailor, and hasn't gifted her with these items is full of baloney.

3. A VHF radio aboard gives you a feeling of security, but not if you personally don't know how to use it. It takes about five minutes to learn. This same paragraph applies to engines.

4. Get out of the galley and sail the boat! Find one job on the boat that has some appeal to you and learn it well.

I chose the helm because our boat had one speed winches, and it was physically impossible for me to handle the jib sheets. Luckily, my husband had no chauvinist hangups about a woman steering his boat. But it is one of those archaic traditions and many men do feel their masculinity would be threatened if they were to have a woman "skipper" their boat. Judge it for yourself, but I strongly feel that the helm is the best job for a woman to learn, and possibly the easiest (outside of being moveable ballast).

The main thing about steering is understanding how a tiller (or wheel) works and knowing which way the wind is blowing. The sail trim, etc., are not the helmsman's concern. You advise your crew of your course and they trim accordingly. Steering doesn't require brute strength or technical knowledge, just good concentration. With growing experience, a knowledgeable sense of touch develops by which you instantly know that some trim adjustment is necessary. If the helm of your boat is too heavy for you, there is something wrong with the trim of the sails, not with YOU.

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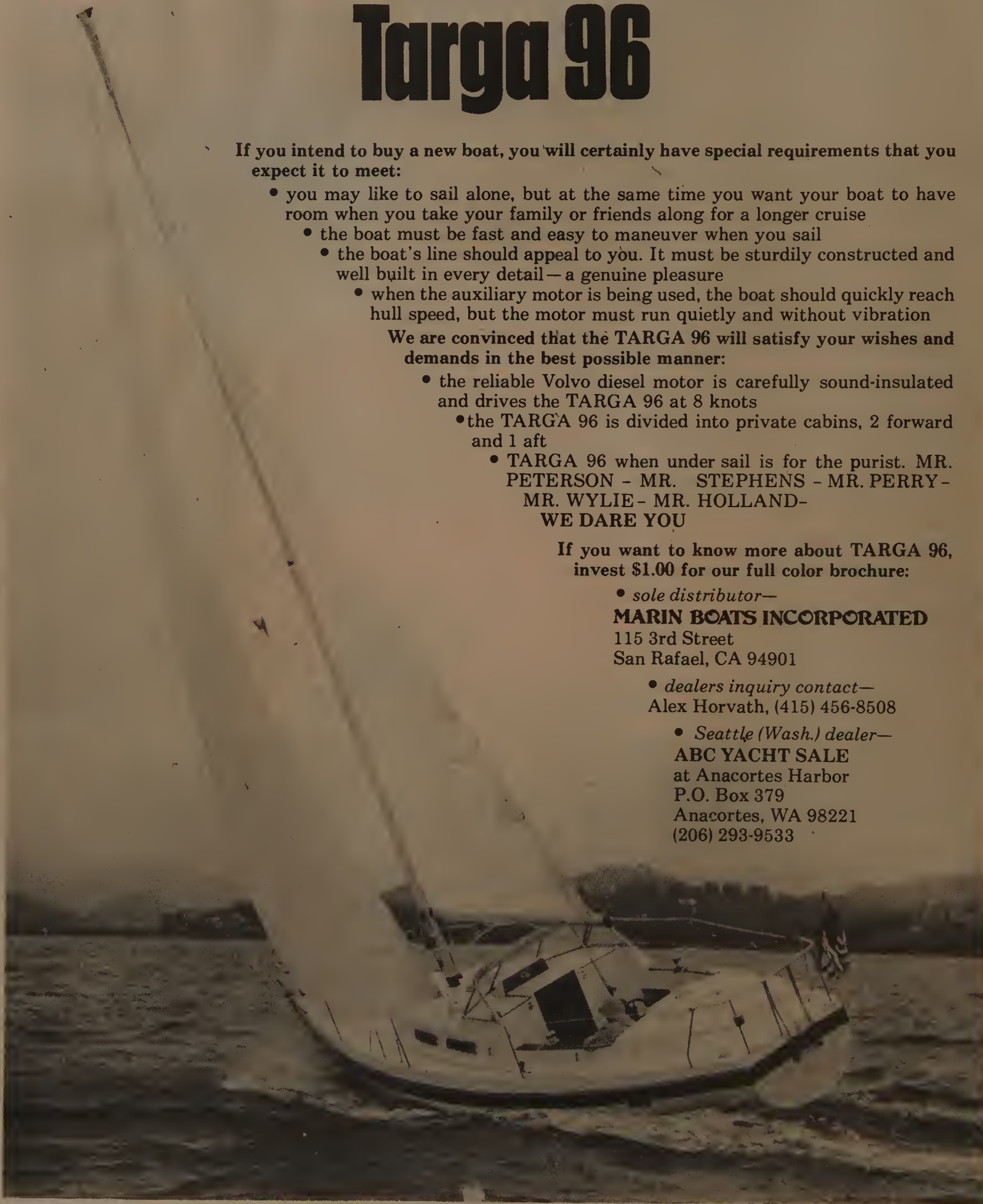
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WOMAN'S PAGE

If you have sufficient strength in your arms, you may prefer to handle the winches. Letting a sheet off at the proper moment or cranking it in requires only some basic skills, sharpened by experience. You need to know that you always wrap a winch clockwise, you must be able to judge when the boat is moving through the eye of the wind, and you must learn when to engage the handle. The rest is just practice, practice, practice.

A woman is certainly not out of place on the foredeck. It requires strength, coordination and technical knowledge so a competent woman on the foredeck always elicits respect and awe. Personally, I wouldn't be caught dead on the foredeck, but I know a few women who can really handle it.

There are, of course, lots of little jobs on the boat, depending on its size. Handling the mainsheet is a cinch. You need only to know which direction the wind is blowing and a bit about sail trim. Jibing in heavy weather sometimes bothers people but an afternoon of practice will build your confidence. If the mainsheet is too heavy for you, you need more purchase in the tackle, not bigger muscles.

Riding on the rail is certainly not to be downgraded. It is an appropriate position from which to observe the various tasks being performed on the boat and a valuable contribution to the boat's performance.

Certainly, the bigger the boat the more complex the equipment, the more there can be involved in each individual job to be performed. Flying a spinnaker of course requires more technical knowledge on the part of the entire crew. I am assuming that your husband is not so foolish as to hoist the spinnaker on the day you decide to try your hand at steering.

One last comment: If your husband is a competent sailor and you know virtually nothing, it will NOT be EASY, but it will certainly be worth the degradation, quarreling and torture you must endure if you can emerge a competent sailor. Our friends can all attest to the bickering that went on aboard our boat the first few years. But once you get to the point that you are truly competent at your particular job on the boat, it is like rebirth. He is SO proud of you, and you are so pleased with yourself, and your boat becomes a whole new mutually shared interest. You need only a big dose of courage, the assertiveness to claim a position for yourself on the boat, and the practice to become expert at it. Good Luck!

— sue rowley

If you have information on events or topics of interest to women, please send them along — early. We would have liked to have announced the first annual Island Cup Regatta for Women before it happened on April 7th on the Olympic Circle. If you're getting one of the first copies of this month's issue you still might be able to call Vivian McNab at 521-4337 and weasel your way into the race.



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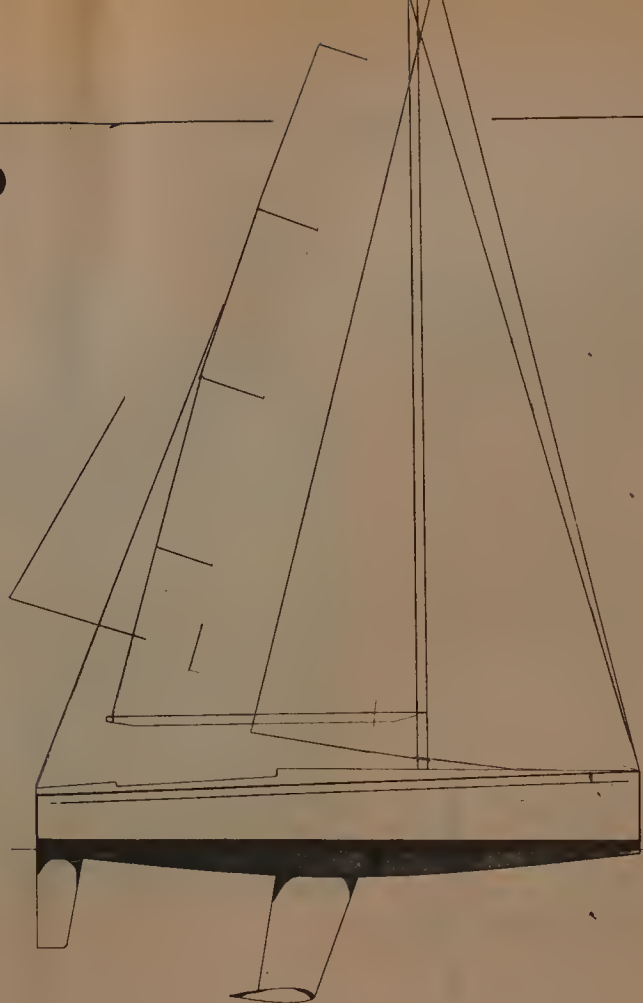
on April 5, 1979

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SIGHTINGS

could
you be
a naval
architect?



Find out by taking this test by the "Famous Naval Architects School". The boat pictured above has two 500-gallon salt-water tanks, and has two spinnaker poles, one of which is longer than the boat. From those 'givens' tell us how long the boat is, and what it's for

richmond women's invitational

Not only was the number of boats entered in the Richmond Yacht Club Women's Invitational on March 25th impressive, but so was the calibre of the competition as well. Marsha Peck, a veteran Cal 20 sailor, steered her boat, "Coors", to a victory over the twenty-four other contestants. The conditions for the ten mile race were excellent, with a strong ebb tide and a southwesterly breeze ranging from ten to fifteen knots. The course, consisting of a triangle twice around, was sailed just northwest of the Berkeley Circle.

The entries, which ranged from Etchell's 22s, J-24s and a Peterson 31, to Ranger 23s, Cal 20s, and a Santana 22, were crewed by all-women teams. They were handicapped according to PHRF with the low-rating Etchells having to give as much as twenty-five minutes time allowance to the Cal 20 over the tenmile course.

Fifteen year-old Laura George, sailing the family Etchells, crossed the finish line first, well ahead of the second Etchells, a Peterson 31, and several J-24s, but was unable to save her allotted handicap on the trailing smaller boats. In the final standings, which were arrived at after several protest hearing, Marsha was followed by Barb Worden in a Santana 22, sixteen year-old Kim Webb in a Cal 20, and Nancy Edenso in the Peterson 31, "Stampede". Other competitors where Shary Irwin in and Etchells and Connie Bock in a J-24, both frequent and respected competitors in "co-ed competition".

The Richmond Yacht Club race committee, headed by Greg Paxton, provided a race course which allowed the women to demonstrate their skill at boat handling and tactical situations. It proved to be both a challenge and a learning experience. Future women's races which will be held soon are the Island YC's Women's Cup on April 7th, and the Sausalito Cruising Club's Lorelei Women's Race on July 28th.

— susie klein



oakland maritime

The photos above and below are part of the History Department Exhibit "Maritime Crafts", assembled by associate curator Mickey Karpas, that is now on exhibit at the Oakland Museum.

The show features the tools of the various maritime trades — shipwright, caulker, rigger, sailmaker, shopsmith — that were essential in building and maintaining the wooden ships that were so important to California's development between 1870 and 1930.

A big impetus to this particular exhibition was the donation in 1974 of a

Above: Captain on deck of "Ariadne".





SIGHTINGS

cal sailing club regatta

Paul Kamen, Race Committee Chairman of the Cal Sailing Club at the Big U. has announced a 4-race tune up Regatta on April 28th. The regatta is for J-24s, Santa Cruz 27s, Moore 24s, Catalina 27s, Coronado 25s, Santana 20s, and Santana 22s.

These four short races in one day will really give you some practice on the all-important starts. Or, as Paul suggests, it might be a good time to let some of your crewmembers have a shot at the helm.

The starting line for the races will be 3/4 of a mile ENE of Olympic Mark 'X'. Protests are encouraged and the 720 rule will be in effect. For information call Paul at 841-9098.

Incidentally, there are no entry fees — as is the case with most CSC races and you don't have to be a member of everything except the human race. Enter by just showing up; prizes will be awarded at the finish line. Go to it!

crafts exhibit

collection of shipwright's tools by Robert E. Taylor, a master shipwright in Oakland since 1916. Two years later, Fred Burnett, a caulker since 1908 donated his complete set of caulking tools.

Besides the tools of the trade like lips adzes, booblyjocks, and marlinspike to name a few, there are parts of ships, photographs, William Coulter marine oil paintings, marine architect's drawings, scaled-down ship models and more on display.

This good stuff is at the Oakland Museum now, and admission is free!

Below: Anderson-Christofani yard in S.F.



opening day is april 29th

That's right folks, Sunday, April 29th — and none too soon either. Get thee to a nunnery, damn winter!!!

Cliff Anderson, who is vice commodore of the Pacific InterClub Yacht Association and Chairman of Opening Day 1979, has announced that PICYA will be awarding the Claude Benham Memorial Trophy to the Yacht Club that has the greatest number of boats participating in the parade. Anderson also announced that awards would be given to the three best decorated sailboats — they'll probably have to give some trinkets to the stink-potters too, or they'd whine all season. The rules and regulations of the parade are way over our head and we'll leave them that way since you participating yacht club members will be following your own leaders.

For those of you 'renegades' who don't belong to a club, here's the basics: Between 9:30 and 12:00 members of the clergy representing Catholic, Jewish, and Protestant faiths will be on the Navy vessel USS Carpenter stationed in Raccoon Straits. Yachtsmen should proceed west through Raccoon Strait and pass the Navy ship on their port side. (We've heard numerous reports that the Navy will open fire, without warning, on any of you turkeys who pass to starboard, so be prepared to return fire, surrender, or do it right.)

After the blessing of the fleet the decorated boats will rendezvous between Presidio Shoals and Crissey Field Bouys — do everyone a favor and avoid them as you would a powerboater. This thing is very difficult to organize so don't sail over 'to have a look' until later.

At 11:00 the fireboat "Phoenix" and the fireboat "City of Oakland" will start spouting off with their firehoses which signifies the start of the procession of power boats down the city front — good riddance!

At 11:45 the mighty, proud, and glorious sailboat fleet will march and sail triumphant from Yellow Bluff and down the city front, completely ruffling the surface of the water, so that nobody will ever know that the powerboats had ever been there. After reaching a line between Aquatic Park and Alcatraz it is time to disperse — which most boats will take to mean as time to head toward the lee of Angel Island to and party. Remember, no waterballoons!

SIGHTINGS

cheer up

If you run aground alot and don't know how to dock your boat, you may have a big future in physics, according to Hubbard Phelps. Way back in yesteryear Phelps used to rent out a sailboat to one Albert Einstein.

Every day Einstein would get in the boat and sail across a body of water in Rhode Island until he ran aground at Napatree Point. Other sailors would have to turn him around and point him in the right direction.

Arriving back at the dock Einstein didn't do much better. Unless someone ran down to the dock in time, Einstein would normally ram it head on.

welcome

Cruisers are again welcome at Ballena Bay! Through the efforts of the Ballena Bay Yacht Club, small fleets of approximately ten boats can again be accommodated. Yacht club affiliates are welcome to use the galley, barbecue, bar and restroom facilities at the yacht club, located in the office complex just to the left of the Whale's Tail Restaurant.

Ballena Bay is a picturesque harbor on the bay side of Alameda. There is ample dock space adjacent to the gas dock and additional mooring on a floating dock near the harbor entrance from which you can arrange to be ferried ashore.

Our yacht club spokesman was Oliver Hayward who lives aboard his Newport 40 "Fairwinds" in Ballena Bay. He says charts of the entrance area are "wildly optimistic on depths . . . it is actually about five feet at mean low water . . . and there is no sailboat in the world that should attempt to come in on a minus tide." Inside the harbor the depths are quite ample. And although the small floating dock area is marked on several sides by small red warning buoys, Oliver assures us that the water under the dock itself is "plenty deep".

There are two very good restaurants at Ballena Bay (one is gourmet caliber requiring early reservations and a tie). You'll also find a small store and a few other boat oriented businesses.

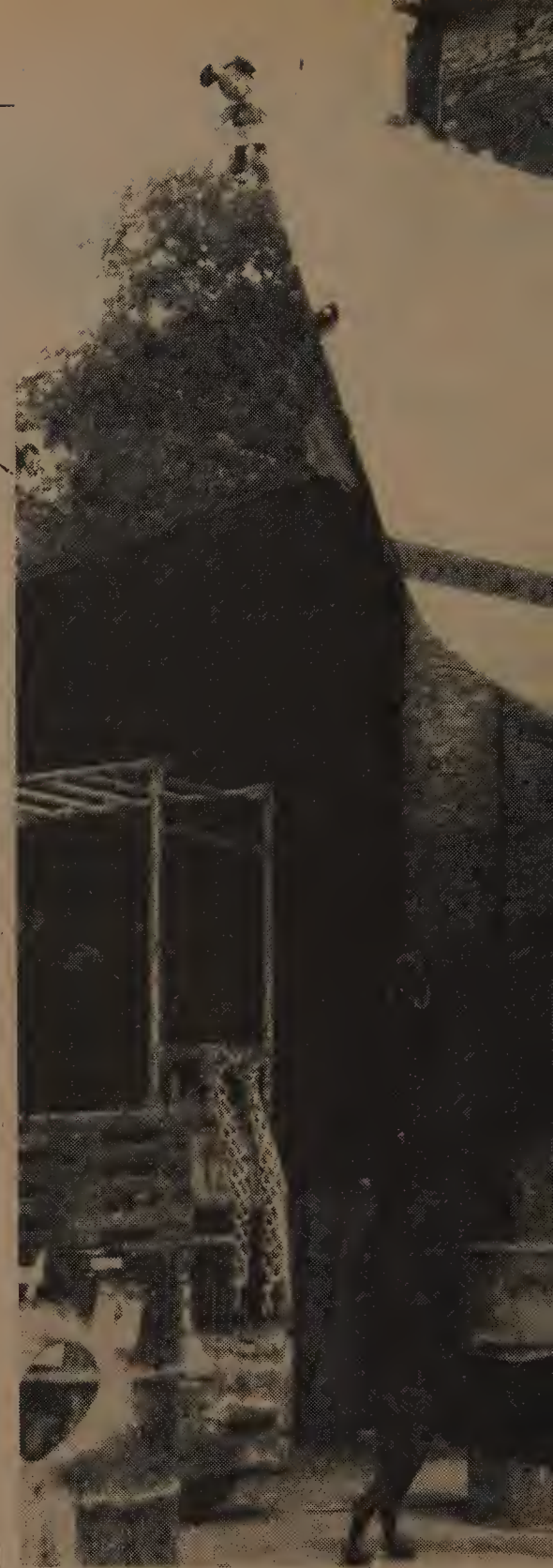
Reservations to cruise in can be made through Oliver at the club (522-9097) or on his boat (521-0148). Non-yacht-clubbers can make arrangements through the Harbor Master, John Sliney, via VHF channel 16.

—sue rowley

hypothermia

The Coast Guard has some advice for yachtsmen about the dangers of hypothermia. If you end up in the water, you can best protect yourself by doing the following: 1. Always wear your personal flotation device, since sudden immersion in cold water can cause shock and unconsciousness; 2. Keep calm and move as little as possible. The less you move the longer you will be able to survive; 3. Keep your clothes on, even in the water they can help insulate you; 4. Keep your head above water, most body heat is lost through the head.

We got a little advice about hypothermia, too. Don't always believe the survival times that are listed for immersion in cold water; according to that information there are a lot of people walking around who are supposed to be dead.



scraggy looking

1:00 p.m., Friday 16 March.

Notes about the launching of Bill Lee's first Santa Cruz 50. Rain . . . Gray . . . Overcast . . . didn't dampen the spirits of more than 100 foul-weather geared folks at Harbor Marine in Santa Cruz.

As the boat began her descent into the water someone smashed something across her bow, and the crowd cheered wildly as she hit the water.

Garbed in his 'Merlin costume' Bill Lee clambered aboard, a bit of black exhaust puffed from the boat's stern, lines were cast off. Bill, a nameless black Labby sort of dog, a woman sitting elegantly in one

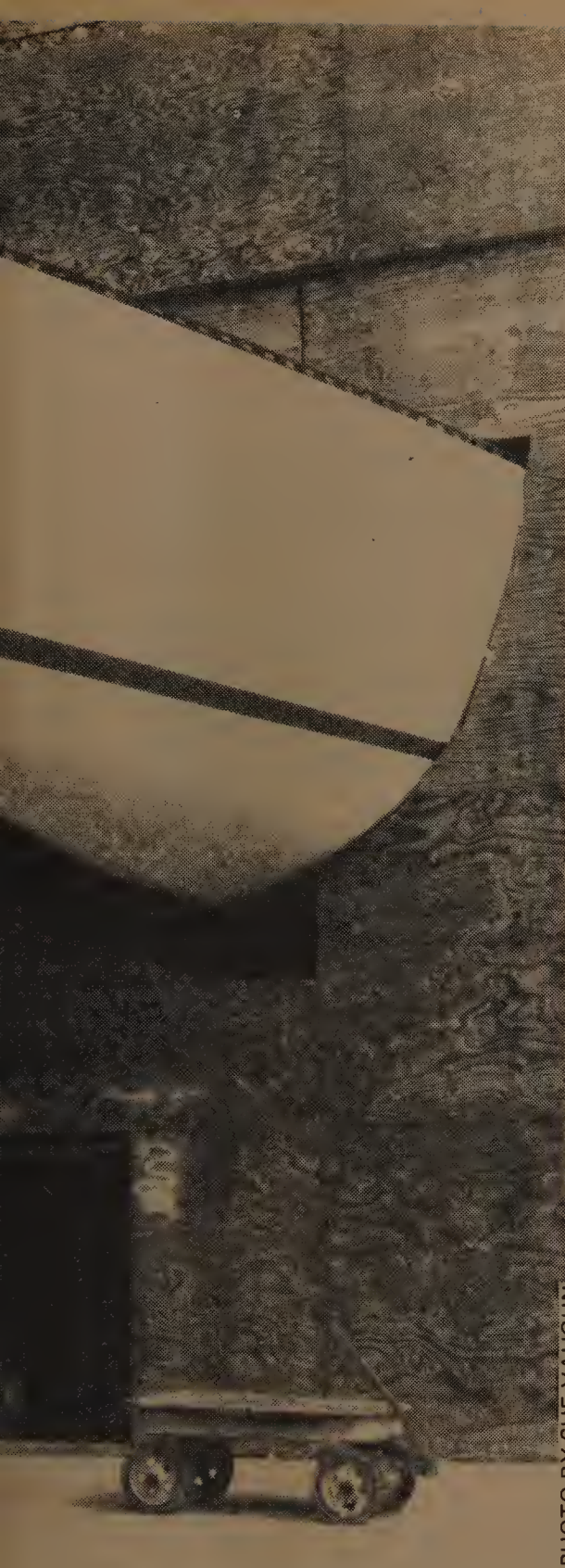


PHOTO BY SUE VAUGHN

people . . . ?

of the deck chairs, and several other folk putt-putted up and down the length of the harbor.

An assortment of scraggy-looking people streamed aboard "Merlin" for lots of free food and some even asked questions about the new Santa Cruz 50.

The new boat's name is "Khasch Mer". The owner is in Switzerland.

Some nick-named the boat "Minnie Merlin" — since a Minnie doll had graced the bow pulpit as a symbolic figurehead.

Khasch Mer's first race will probably be the TransPac on June 30th.

— lynn thompson

SIGHTINGS

two ends meet april 21st

After two very successful races, the date of the 3rd "Colin Archer Memorial Race" has been announced, April 21; and the time, 0900. What this means is that it's time for all you owners of double-ended cruisers like Spitsgatter Cutters, Tahiti Ketches, Ingrids, Westsail 32s, Alajuelas, Rafikis, Kendalls, Dreadnoughts, CT-37s, Hans Christians — it means its time for all of you guys to get out and have a little racing fun and get to know one another.

For those of you who are generally fearful of the idea and concept of racing be assured that boats are encouraged to carry as many crew as possible — "the more the merrier" — and that protests are discouraged.

The course starts 1/4 mile off the west end of the great city of Alameda, around the red sea bouy 1/4 mile west of the great point at Pt. Bonita, returns through the great Raccoon Straits, and then back to the start/finish line. Tides should be favorable.

After the race there will be a nice no-host cocktail blowout at the Encinal Yacht Club in Alameda, followed by trophy presentations at 1900. There are numerous trophies to be given out, including the 'City of Alameda Trophy' donated by guess what city. You are then welcome to purchase dinner and spend the night at the guest berths.

Entry fee is a mere \$10. For more information call Tom Kimball at 521-0901 during the evening or at 332-3855 during the day. Others who can assist you are Jim Apple at 332-5212, Dick Denay at 521-7200 and Roger Wales at 521-1929.

If you have a boat that qualifies for this race we encourage you to risk \$10 on having a hell of a fun day sailing and meeting some good folks afterwards. The first two events were great successes, this year's is going to be the best ever!

(m)arilyn (m)onroe benevolent association

The Master Mariners' Benevolent Association is on its' way to incorporating as a non-profit organization. All of the papers have been sent to Sacramento and supporters are just waiting for those State Employees to do what they must do to make it final.

On Wednesday March 21, 1979 the Board of Directors of MMBA met and nominated the following slate of officers for the upcoming year: Commodore — Ed Gibson; Vice Commodore — Jim Norton; Race Committee Chairman / Rear Commodore — Bob Cleek; Secretary — Bill Vaughn; Treasurer — Mike Douglas.

There will be a general membership meeting Wednesday April 4th at 7:30 PM at the Golden Gate Yacht Club for the purpose of entertaining other nominations from the floor and to elect a slate of officers.

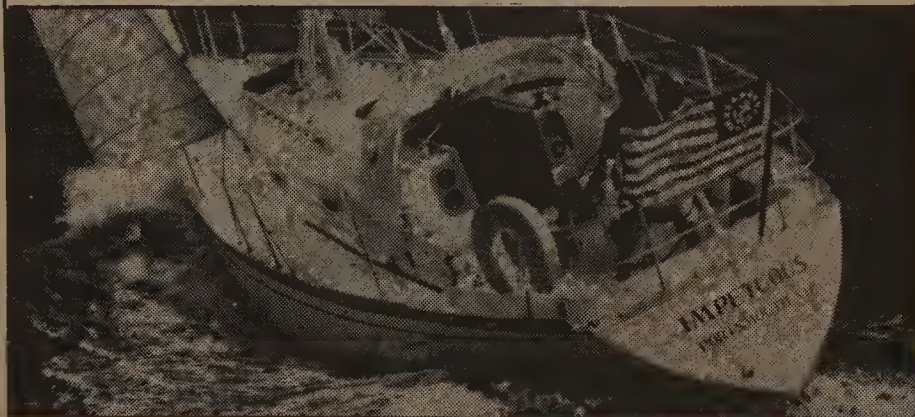
Applications have been mailed out to all of the past participants by MMBA and a large turnout is expected for the May 27th Regatta. The deadline for entries is May 2nd.

With regard to the article that appeared in the last issue of Latitude 38, it was in error. The S.F. Junior Chamber of Commerce is not authorized to organize this regatta, distribute or receive any entries, or to collect any funds. The J.C. entries will not be official entries. If you are interested and have a sailing yacht that qualifies for this regatta, call Ed Gibson at 332-6274 or Mike Douglas at 456-1860. Entry fees are \$20 per yacht entered.

— mike douglas

Grand Designs

TARTAN 37

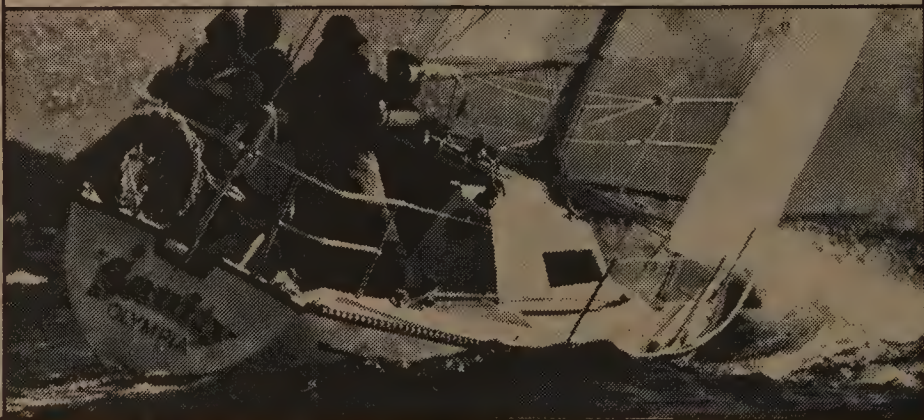


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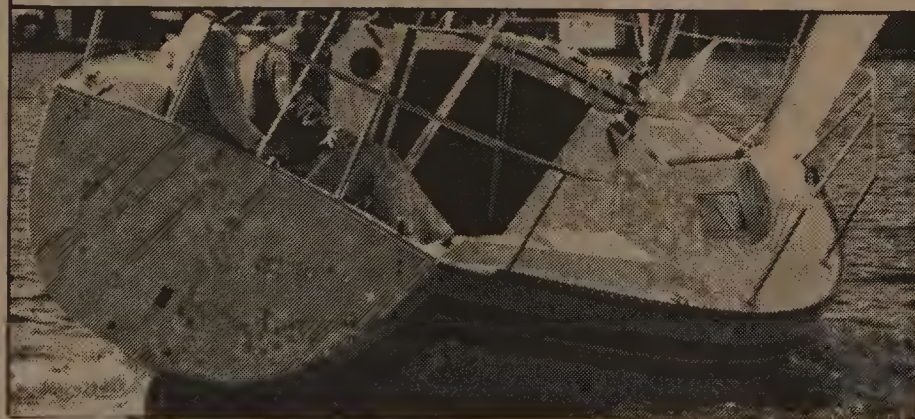
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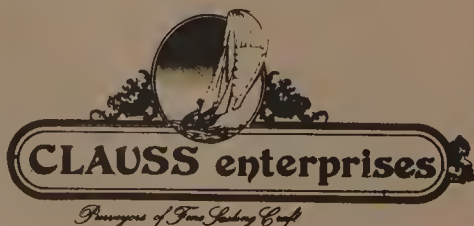
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Photo by Diane Beeston

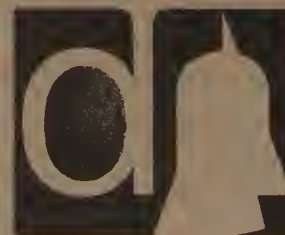
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CABO

All week long the little lady kept demanding, "Isn't this place perfect, isn't this place just perfect?". It would have been save for the fact we eventually had to come home. But indeed, there are many specific reasons why Cabo San Lucas is a terrific place to sail to — or as in our case, a terrific place to set our butts on a boat for a week.

Flying in from drizzly San Francisco, mildly good weather at the Cape would have sufficed, but the weather we got was ideal. Imagine stepping out of the companionway every morning at 0800 to an already brilliant blue sky without a trace of clouds or smog. The air temperature is already in the low 70's and climbing; there is a soft breeze, and the humidity is delightfully low. The ocean temperature is 70 degrees, and the water is clear enough to see the anchors in 15 feet of water — provided the fish don't obstruct the view.

While we were estatic about the weather, some of the old salts were complaining. This year both the air and sea temperatures are reported to be about 5 to 10 degrees cooler than normal. Nevertheless the mid-day temperatures easily climbed into the 90's on shore and we were thankful — as we lay deflated in shade — for the 'cold spell'.

From at anchor in the bay at Cabo the scenery is pleasantly boring. Most of it is blue — a big blue sky, and a big blue ocean. There are only two interruptions, the long and narrow tan strip of sandy



SAN LUCAS

The variety of boats anchored in the 'outer harbor' of Cabo San Lucas is incredible. In this picture, which shows a fraction of the fleet, there are boats that range in size from 20 to 75 feet, and in cost from a few thousand to just under two million.



beach, and the brown cacti and scrub brush that thrive equally well from the ocean's edge up to the mountain peaks.

Unlike the mainland of Mexico, Montezuma did not leave his revenge on Baja and so we ate and drank freely without fear of complications. Almost without exception we found the food we ate there to be tastier and more wholesome than the stuff we consume while living the fast-life in the States. Nothing was processed, and everything — fruits, vegetables, meat, and of course seafood — was fresh. That fact that all edibles were peppered with flies didn't seem to diminish the flavor or our appetites. One Mexican realtor became disturbed when she learned that we had been consuming tacos bought from the street vendors, tacos she claimed were made with meat from cats and dogs. We don't know if she was correct or not, but lately we've been looking at household pets with renewed interest.

Cabo is primitive by American standards — and thank goodness — after visiting Hawaii last year we'd had it with 'vacations' in civilization. Had we not known that the hotels and airlines were nearly booked solid for weeks, we would have guessed this boomtown was actually dying. There are no stores packed with tourists, in fact there are no places that are packed at all. After nearly dying of thirst in the Hyatt Cabo Hotel bar we went upstairs to the disco where there



From the boats to the shore was an easy row, and if you were real careful you could make it without getting your pinkies wet. The Avons have new inflation valves which frequently got popped open causing the loss of air. Bummer!

"Some ships we saw at Guaymas and La Paz floated in violation of every law of physics. There must be in Heaven a small pilot-house where a worried and distraught St. Christopher spends a good deal of his time looking after the shipping of the Gulf of California with a handful of miracles. — john steinbeck



was not a single person either hearing or dancing to the music and strobes. (Of course with a cover charge of six US dollars they won't get very many kangaroos there either. In Cabo San Lucas three people constitute a large gathering, 5 a mob, and 7 a quorum.

With the fabulous weather, delicious food, pleasant scenery, and the pervading serenity, it is no surprise that a record number of yachts lay anchored in the bay. Yachties who had been there in previous years were astounded in the growth in the number of people cruising in the area. Six or seven boats used to be a crowd, but no longer. In the man-made inner harbor we counted 40 boats — most of them sport fishing boats out of south California. In the outer harbor there were another 80 boats, half sport fishers, the other half cruising sailboats from all over the globe, though mostly production cruisers from the southern part of the state. We were surprised at the number of boats showing northern California hailing ports, during the week there must have been over 20 of them.

While the fleet was not static — there was about a 10% turnover each day — almost every boat overstayed its planned stop at Cabo. One reason for the longer stops was that Cabo is simply a pleasant place to stay with a good anchorage. Another reason was the great difficulty in locating crew willing to sail north. (If you want experience on a cruising boat, just show up healthy and enthusiastic in Cabo and you'll have a choice of berths — all going north.)

The biggest reason, however, for extended stops at Cabo was the failure of gear and equipment. Engines, both gas and diesel, were a major source of trouble. "Maverick", the Bounty II we went to sail on was typical. Rather than spending the week cruising up to La Paz as planned, we flew down with rings, valves, gaskets and such to rebuild the

SAN LUCAS

Atomic 4 in the cockpit. It wasn't as bad as it sounds, in fact it was great.

Other folks with engine problems weren't as fortunate. Several had to make expensive trips to the States to buy parts. Others hauled their engines out and were waiting for them to be repaired in Cabo, a wait that invariably turned out to be a long one. For one thing there are limited mechanics and facilities to work on engines, and secondly some of the mechanics will not work on sailboat equipment under any circumstances. The logic involved is why deal with a sailor who is likely to be operating on a limited budget when there is a harbor full of big buck powerboats whose owners or captains are loaded with money.

It wasn't just engines that broke. Headstays, turnbuckles, generators, outboards, radios, refrigerators, running lights, transmissions, bearings you name it, it broke. Reportedly much of the damage was due as much to improper use as it was to faulty manufacturing. Fortunately there was moral support if not a complete solution available each morning on the "Cabo Net".

The 'Cabo Net', broadcast each morning at 0800 on Channel 16, was the closest thing to a newspaper/guidebook in the vicinity. Lately the net has been run by Palo Alto's John Imsand who's cruising with his wife, Barbara on a Rafiki 37, "Pachina Mia". John played master of ceremonies with a special flair and would start off each morning with a weather report, this was usually done by switching over to another boat that was equipped with a 'Weather Fax' machine. Next John would have the new arrivals introduce themselves, and this was followed by the trading of information on the availability of food, fuel, water, and happy hours. The next order of business was the swapping of information about specific problems people were having with boats and gear. Among the 40 cruising boats



The sand at Cabo San Lucas is just great. It's grainy enough so it doesn't fly about in a breeze. The ocean water is usually clear, although there are times when the cannery at the edge of the harbor leaves an oily residue. Give this beach an 9.2 on a scale of ten.

With the breakdown of the Atomic 4 on Max and Vera Zenobi's "Maverick" our 'expedition' to Paz never got off the ground. It turned out to be a great week for us, and for Max, too, when he bumped into Jens. Jens is almost constantly cruising on a Cascade 42 he built in Alameda. Does Jim DeWitt still sail? he asked. Jens is an ace mechanic — in fact his boat is a floating semi-authorized mechanic for Westerbeke — and under his direction the Atomic bomb was defused.





Cabo San Lucas is where the desert meets the ocean. From the air you can see scrub brush like that pictured here, that goes for miles and miles, and miles, and miles - and right down to the water's edge.

there was an incredible amount of knowledge and talent, to say nothing of spare parts. The net was enjoyable to listen to as well as providing the means to solve many a boat problem.

Our stay was so brief we never really had time to really get acquainted with any of the townsfolk. In all our dealings however, we found them to be friendly pleasant and courteous - particularly if you made an effort to converse in Spanish. The Mexicans are proud and aren't about to be patronized. Several of the shopkeepers would pretend not to know English until you stumbled through a few horrible attempts at Spanish phrases. The vibes we got were that the Mexicans didn't mind the Americans who were there, but if the question ever arose, those folks at Cabo San Lucas could get along just fine, thank you, without Americans or their dollars.

Nevertheless, Cabo San Lucas has been proclaimed a tourist town by Mexico's President, and so the locals must suffer the indignities that go with that status. We ourselves were vaguely involved with one such unfortunate incident. After a pleasant evening meal in town our group of five was leisurely drifting back toward the dinghy dock. It was dark and quiet when one of our group woke half the town with a howling: "you mother - - - g Mexican asshole!" He then picked up a bottle and began chasing a van down the road while the others explained to us that he had been sideswiped by the van. Yelling and swearing when you get hit by a vehicle is probably the most natural thing in the world to do, but in this case

CABO SAN LUCAS

Jack Fuller has some advice, actually it's encouragement for his friends who are still building their boats back in Alviso: "Quit making excuses, put your boats in the water and start cruising . . . stop searching for those excuses!"

That's what Jack did, got the basics of his Islander 37 kit put together, dropped the boat in the water and left. He's taken a portable 110 generator, wood, fabric, electric tools, most everything he needs to finish off his boat — and he's making progress and doing a clean job!

Jack is sailing alone now, but he came down with a ladyfriend and three young kids. One of the kids went over while dropping the jib in some rough weather, "the 12 year-old was a macho little shithead . . . you always had to watch him, but thank god he was wearing his safety harness and came back aboard with the next wave. He was a changed kid!"

Right near the top of Jack's recommendations for cruisers is a ham radio:

ISLANDER 37 ALVISO



"don't fool with singlesideband, there's 19 guys on every channel . . . learn your code and your ham license . . . that's really the ticket and I'm SERIOUS!" That's what he said as he picked up Santa Maria on the radio patching a call to his

lady.

Jack's a helluva nice guy and introduced us to the iceless cocktail, the 'Latitude 11': 1 part rum, 1 part lime, add a little sugar — even without ice they're nice!

WHOOSH! SANTA CRUZ

The lovely lady perched on the bow of this Nor' Sea 27 is Alicia Russ, who used to build houses. Then she met Steve Russ and they built houses together in Santa Cruz. Eventually Steve conned her into selling her dream house, completing the boat in their Scott's Valley frontyard, and setting sail for Mexico. By next summer they hope to be in Hawaii where they plan to build their next house.

Alicia hadn't been thrilled by the whole trip until they turned the corner at the Cape and "found what she'd been looking for". Like the other cruisers, the Russ' thought Mexico wasn't the Mexico of their dreams until they rounded the tip of Baja.

Things were better down south where the boat's designer Lyle Hess told them they were smart to rig the boat as a cutter. He also introduced them to cruising superstars Larry and Lyn Pardee who are building a 30-ft. Hess design. The Pardees recommended that the Russ' have a

rubber stamp made with their names and the boat's name on it, the explanation the being that all Mexican authorities enjoy a good rubber stamping.

There is a QME vane on "Whoosh",

but it was never used because the boat balanced so well that it could be self-steered with a shock cord on all points of sail. That's not bad!

Adios and aloha to Steve and Alicia.





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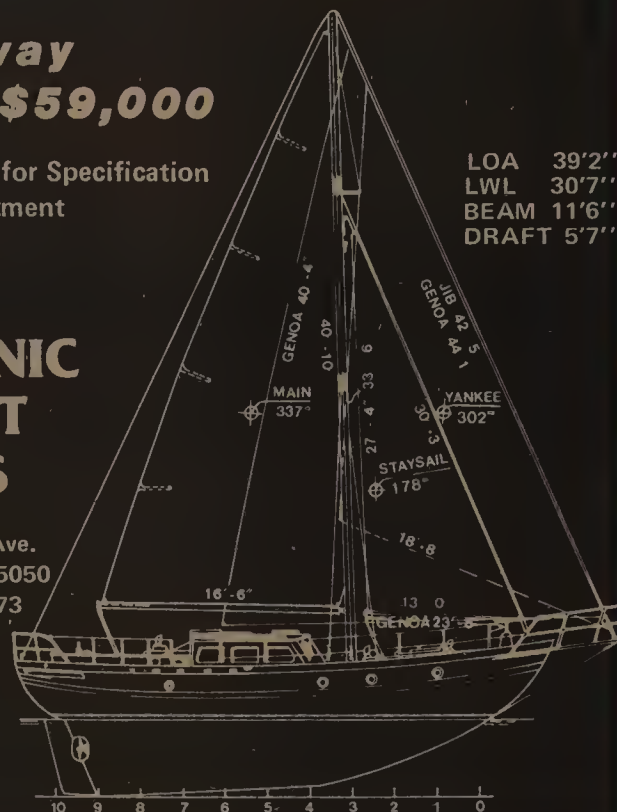
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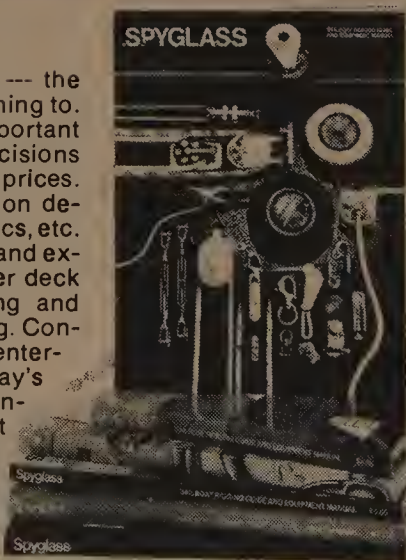


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ANO NUEVO RACE



PHOTO BY SUE VAUGHN

First-to-finish and corrected-time winner, "Pacific High", an S.O.B. 30. 'S.O.B.' stands for Synder (Don and Susie), Olson (George), and Bassano (Dennis and Rainy), all of whom helped design and build the boat. Say, isn't that Dennis Bassano right now, in the upper left hand corner of the picture?

A record of 58 boats started the Monterey Peninsula Yacht Club's 17th Annual Ano Nuevo Race on March 10th.

The 78-mile course starts in Monterey, then around the Ano Nuevo Island bouy, and back to Monterey.

Bill Lee made a perfect start and took an early lead, hoping "Merlin" would be able to better the 9½ hour course record that was set last year by Chick Leson's Peterson Two Tonner, "Incredible". However, when the chances to beat the record had passed, Merlin sat drifting short of Ano Nuevo. She eventually retired and returned to Santa Cruz.

Light winds prevailed for the entire race, a race that is frequently a "gear buster".

First to finish, and corrected-time winner in the PHRF division was Don Synder and Dennis Bassano's "Pacific High". There elapsed time was almost 25

—dick clark

RESULTS

IOR DIVISION

- | | |
|--------------------|------------------------|
| 1. Lois Lane | Bill Erkelens/Wylie 40 |
| 2. Front Page News | Corlett/Santana 35 |
| 3. Magewind | Wagenheim/Peterson 34 |

PHRF A

- | | |
|-----------------|--------------------------|
| 1. Pacific High | Synder/Bassano S.O.B. 30 |
| 2. Mondo | Geoff Eisenberg/SC-33 |
| 3. Homerun | Lighthall/Malloy /SC-27 |

PHRF B

- | | |
|---------------|-------------------------|
| 1. Mira | Bob Brockhoff/Ranger 33 |
| 2. Boop | Al Ward/Santana 22 |
| 3. Alpha Wave | Penny Ellis/Santana 22 |

Besides Race Committee Chairman Dick Clark's summary, one of our spy's, who for strictly mystical reasons, wishes to remain anonymous, had the following to report:

1. Largest of the 58 boats in the race was Merlin; the smallest was a Wilderness 21 — which is also built in Santa Cruz.

2. There were only 7 IOR boats, while there were 27 boats in PHRF Start A, and 22 in PHRF Start B.

3. There were 11 Santa Cruz 27s in the race.

4. "There was no wind anywhere", so most people got drunk and on Channel 68 to sing, etc.

In another report — Kim Desenberg's, we heard that there were many whales, and that some boats were having to tack to avoid hitting them.

Next year, more wind!

JAMAICA RACE

Shorts and T-shirts all the way, day and night, on a fast sail to Jamaica. That's the way it was as the eight - boat fleet made its way down thru the Bahama chain, through the Windward Passage, and on to Montego Bay, Jamaica.

It was a big boat race, as seven of the eight entries were over forty feet, and five were over 50 feet. Line honors for the race provided a hot duel between two maxis, Bob Bell's 77-ft. "Condor of Bermuda" skippered by Peter Blake and Huey Long's 79-ft. "Ondine". Both boats sailed in sight of each other for all but a few hours of the 811-mile race. At the finish, only eight minutes and less than $\frac{3}{4}$'s of a mile separated the two, with Condor the victor.

Corrected-Time honors went to Ted Turner's 61-ft. "Tenacious", fresh from winning Class A honors at this year's SORC. This was Turner's third win in the Jamaica Race, having previously won in "Vam-ose" in 1967 and then with "Lightnin'" in 1973.

The race started on Saturday, March 10 at noon in ten knots of breeze. The two maxis quickly left the rest of the fleet, and Ondine showing noticeably better speed to weather than Condor. By the first mark on the course, Great Issac, Ondine had earned herself a 6-mile lead on Condor. The Gulfstream crossing was a pleasant one, something which is frequently not the case! The two maxi's continued on in this manner until Sunday afternoon, when mid-way down the Bahama chain, off Eleuthera, Condor came on with new wind from behind. By nightfall Condor had closed to within $2\frac{1}{2}$ miles of Ondine, but by morning she had dropped back almost 6 miles again by losing the wind while cutting close to Cat Cay Island. Ondine, had stood high and outside of Cat Cay, hoping to make a straight run at Punta Maisi, Cuba. It was hoped aboard Ondine that the wind would build and shift as the two boats neared Cuba and the Windward Passage, which would force Condor to drop her chute in order to come up and round Punta Maisi while Ondine could continue to carry hers.

Tenacious at this time was approx-

imately seven hours behind the leaders, having a smooth ride with only a brief slowdown near Cat Island. Turner's boat was sailing well within her handicap to capture overall honors.

As the leaders converged on Cuba the fun really began, with spinnaker poles almost on the headstay and winds building to 25 and later to a race high of 35 knots. Ondine's strategy was working fine as Condor continued to sink lower and lower from the course and she ultimately did have to drop her chute to round Punta Maisi. Ondine was first rounding the Point early Tuesday with Condor following an hour later and eleven miles back. Turner in Tenacious rounded about 5 hours later.

Shortly after the rounding, a line of squalls came through. Ondine had jibed within an hour after rounding the point to go within five miles of Cuba and onto a rhumb line to Montego Bay. Meanwhile Condor carried on for over an hour before she jibed. This put her further into the squalls where she found more wind than Ondine for the next six hours.

During this period driving became a game of who could catch the best waves. Reaching into Cuba, Ondine hit 18 knots in one burst, with 15 knots being fairly normal. Condor reported the same with the formation of an "18 knot club" on their boat.

After rounding Cuba Ondine dropped in on a well lined-up series of waves to hit 23 knots and Condor was now reporting 20+ knots. Tenacious only has a 10 knot knotmeter, which was naturally pegged a good deal of the time. "Desparado" — an east coast maxi ULDB — won the surfing award for hitting 25 knots. While Tenacious blew out a spinnaker and had to go wing-on-wing for an hour, there were no real horror stories, just fast driving in warm weather!

At 11:00 AM on Tuesday Condor was within a mile to port of Ondine and then she went below and crossed astern. By late that afternoon Condor was aft and to starboard by 6 miles.

Ondine elected to stay on the rhumb line, rather than fall down with Condor. Condor didn't appear to have the boat



PHOTO BY MIKE TURNER

JAIMAICA RACE

In a really great dramatic photograph by Mike Turner, Paul Kaplan looks like Charles Atlas at the coffee grinder. The large circles are the dual steering stations, the eyebrows are on the radar.



JAMAICA RACE

speed on Ondine and was going to try and win the race by being able to reach up in what was expected to be a light air finish that evening. Ondine arrived in Jamaican waters first and twenty-five miles from the finish left the rhumb line to go onto the beach for the night time land breezes. It proved to be a fatal tactic as the wind inside was considerably lighter than the wind outside. Ondine spent almost four hours at 3 knots less than she had been making on her previous course.

The finish was filled with tension for the crews on both Ondine and Condor since they had lost sight of each other in the darkness. Two miles from the finish each spotted the other; Ondine was moving well along the shore close reaching with a chute, Condor was coming in flying a light No.1 genoa. Ondine was closing in the darkness until Condor raised her chute and crossed the finish line an hour and a half past midnight. Ondine crossed a mere 7

I FELT LIKE I DIED AND WENT TO HEAVEN.

minutes and 59 seconds later.

The race over for Condor and Ondine, both crews retired to the Montego Bay Yacht Club's bar — which had kindly been left open for the racers. Within a few hours most everyone had been in the pool for a fully clothed swim in the pool next to the bar. This included the race committee, which took all the general craziness in stride until just before sunrise when everything that wasn't nailed down started to go into the pool. Tables, chairs, and the like. Calmer heads prevailed and everyone cleaned up the place just as two boat loads of police hit the docks.

During all this time the local narc continued to run out the pool table to the total frustration of some of the crew who fancied themselves pretty good with the stick.

Morning came, the partying continued, and Tenacious finished at 10 AM to take overall honors and win Class B. The sun continued to shine and with the addition of Tenacious' crew the partying began with renewed fever.

Desparado slid in at 11:26 with tales of great rides in Windward Passage. The Tanton-designed 57-footer, Desparado finished 3rd in Class A and 5th in the fleet. Though this boat won the 'surfing award' for her 25-knot ride in the Passage, she suffered greatly going to weather in the opening stages of the race. It would be interesting to see the boat brought out west for the TransPac and Mexican Racing where the courses would be more suited to the boat's design.

At 6:40 that evening "Slueth" (ex - Scaramouche) a 54-ft. Frers, finished to take second in the fleet and Class B. A Frers 48, "Immigrant" was next at 3:31 the next morning and the Holland 41, "Jack Knife", followed six hours later.

"TNT" a four year-old Irwin One Ton rounded out the fleet, finishing at 5:30 that evening.

All concerned felt the race was one of the best in memory — and who could complain? The racing was close and fast, Ondine and Condor both averaging near 9.5 knots for the whole race. The course was interesting, and the weather was warm the whole way, and Jamaica was a great place to finish. (Jamaica has had some political and economic problems lately, but the people were very friendly, not only in the resort areas, but also up in the mountains.)

Thursday's last images of Jamaica were of Vito Bialla sailing around in a Sunfish challenging all comers to a match race in the ocean and Ted Turner organizing an expedition to the nude beach at Negril, and finally of the Condor Kiwis enjoying their brew in the afternoon sun on the yacht club veranda. Hey mon, the race was a good one, mon! — mike turner

Mike Turner, (pictured here), Vito Bialla, and Paul Kaplan — all bay area sailors, crewed on Ondine in the Jamaica Race.



PHOTO BY VITO

Ondine at 16 knots under a chute.



PHOTO BY VITO BIALLA

Hand-drawn floor plan of the interior of a boat, showing various compartments and furniture. The plan is oriented with the bow at the top. Key areas include a cockpit at the stern, a main cabin with a stove, sink, and refrigerator, a sleeping quarters (S/ROOM) with a bunk, a bathroom (BATH), a shower, and a large storage area (HANG LUG). The plan also shows a chart table, a navigation equipment (NAVIG EQUIP) compartment, and a large double door (7 FT DOUBLE) leading to the cockpit. The drawing is done in a simple, schematic style with lines and text labels.

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page 57



Jan Bruns is the one guilty of this wonderfully animalistic portrayal of a dedicated ocean racing crew.

You can test your zoological quotient by trying to identify the following animals in the drawing above: Dos Water

Buffalos, the Perpetual Chicken, Le Peeg,. The Navigowl, the Deck Ape, the Old Goat; the Jackass Helmsman is hard to

THE FLOATING ZOO



miss.

For those of you looking to score bonus points, now write the name of the

individual on your boat that corresponds with one in the drawing. Write their names in, Xerox the whole thing, and

affix it to the bulkhead of the boat you race on.

NEW BOAT

"We need a new boat," he announced one day, peering at me over his library of boating catalogs.

"What's the matter?" I said, "Can't think of anything else to buy for the old one?"

I had heard about the fever that suddenly grips men when their boat approaches its fifth birthday. With us it began when the berth next to ours was occupied by a sleek new craft with a towering mast (dwarfing our own), crackling white sails (causing ours to appear embarrassingly dingy), digital electronics (ours actually had dials with primitive little hands pointing to painted-on numbers), and self-tailing winches. (I thought those little thing-a-ma-bobs were for opening beer bottles!).

The fever intensified with the dropping of unsubtle hints about finances. "Wow", he said, "we sure could use some more deductions . . .". "Like interest on a new boat loan?" I added, knowingly.

Next came the snow job. It wasn't for him, it was for ME. "Honey, wouldn't you love a little bigger galley? Here, look at these pictures in Sail Magazine." And the pictures were exquisite. Plusher than plush. Artfully accessorized with potted plants, fringy throw pillows, and almost always a lush fruit basket perched on the counter. It was obvious that the layout artist had never been away from the dock in a sailboat; flying fruit bowls and air-borne houseplants can be extremely hazardous to your health.

Since I couldn't think of any legitimate reason why he shouldn't, my husband John scurried to the hardware store for a couple of plastic "For Sale" signs which he attached to the pulpits of our boat with duct tape. He put notices up in several yacht clubs and an ad in the local paper, then sat back to field all the calls he would soon be getting.

NOTHING . . . except for a few non-productive inquiries and 14 brokers suggesting that we should list our boat.

We then put an ad in the sailing sheet and received our first serious request for a look at the boat. We showed her that weekend, proudly pointing out all her assets: impressive race record, cruising

amenities, custom rigging features. When we arrived home that afternoon the phone was ringing; they had decided to buy her.

We immediately panicked! We were in the midst of Midwinter races and doing well. We had anticipated getting rid of the boat by summer. Here it was January, and she was virtually gone! My first impulse was to rush down and take a bunch of pictures of her, but I realized that shots of her sitting at the dock would not nearly tell her story.

We had learned to sail on her. When we were transferred to San Francisco, we had literally bought the boat before we bought a home. With the purchase of the boat came four sailing lessons; the total extent of our sailing experience.

Our kids had been infants when we

WE COULD SURE USE SOME MORE DEDUCTIONS . . . INTEREST ON A BOAT LOAN

bought her, and had accompanied us when we raced, when we dismasted, and the time our engine failed and we were forced to sail into a strange harbor in 25 knot winds. When napping, they had learned to instinctively change to a feet downward position when we tacked.

We had scrimped and saved to gradually outfit her with the finest instruments, done bits of customizing here and there to make her special, and neglected the weeds at home to get a few more coats of varnish on the tiller. At home we had a 50's vintage stereo system rejected even by burglars; on the boat we had the finest AM-FM radio-cassette system and speakers available.

Our cars sat in the driveway rusting

away but we never neglected the wax on the gleaming hull of our boat.

I drove for a year on tires with no tread, but a diver faithfully scrubbed the bottom of our boat before every race.

Our yard dried up and died from the draught but our boat was regularly washed with recycled water carried from home.

Could we afford to visit the relatives for the Christmas holidays? No, but we could afford a new light air 150% Genoa.

It is not enough to say that boat was a member of the family. It was better. We were her devoted servants. She was our top priority. Groceries, home maintenance, sanity; they were all secondary. And now she was no longer ours.

We had closed the deal with a lump in our throats, and we began the sentimental task of removing our personal possessions. From the V berth we removed the hooks that had held in place fish netting to keep our baby girl from tumbling out. Under the berth were a few errant crusts of zwiebach which I didn't feel the new owners were entitled to.

With upholstery cleaner, I dabbed at a few peanut-butter-colored spots on the cushions that brought back sentimental memories for only me.

Cleaning out the galley, I knew that they would probably never again be nicknamed the "band-aid drawer" or "cookie shelf".

I hadn't realized how many paperback books I had almost read on cruises up the Delta over the years.

From deep within the lockers tumbled surplus clothing of all descriptions, most of it outgrown years before.

There were five years worth of receipts from the gas dock, and race instructions dating back to 1974. There were rumpled charts of The Delta, annotated with cryptic messages naming "secret anchorages" and "clams".

From the lazarette we fished a bucket-on-a-string used to cool our feet while traversing the Delta; the pole with which our son had caught his first fish, scaring him to tears; a winch cover we thought had blown away long ago; and a boarding



NEW BOAT

ladder we will use one day if it's ever warm enough.

Finally, we cleared the dock box. There, lovingly preserved, were the fiberglass cutouts from the bulkhead mounting of the instruments. There were odd bits of lead reminding us that long ago we had added some necessary ballast. There was the old prop, obsolete with the addition of the folding race model. And all the boxes which had previously held the knotmeter, the depth sounder, the compass . . . it was a virtual museum of nostalgia.

Neither of us said much on our way home that evening. I guess there is nobody as lonesome as a sailor without a boat.

For a few weekends John drifted around the house like a lost soul. There were things that needed doing but they didn't get done. We went to look at a few boats, and John was so desperate he tried to talk me into anything floating.

He dragged me into stripped-out racing boats with pipe berths that he insisted would be fine for cruising the Delta "with just a little fixing up". He stood crouched over in a boat with about 4½ feet headroom saying, "See, you CAN stand up in here!"

We spent a whole day at the boat show but couldn't convince any of the dealers that we were really serious customers, desperate to buy a boat. They all had rather glazed expressions and when we said we were looking for a new boat, gave us that "Sure, you are" treatment; they were "out of brochures but would send us one", but never did.

Then one day a sailing friend mentioned a boat he knew was available. It sounded perfect. It had self-tailing winches, digital electronics, and a tapered spar, he said. But it also had 6 ft. headroom, a fully equipped galley, and a separate cabin for the children. A SEPARATE CABIN FOR

THE CHILDREN! With stars in our eyes but doubts in our minds that it could be so perfect, we charged to the harbor to see this beauty.

She was a little neglected and forlorn looking, slightly atilt with her keel in the mud, but she was everything we had been told and more. John inspected the rigging while I ducked below to check out the accommodations. When we met again in the gangway, we were each smiling, and a little misty-eyed. We both knew we had found her.

Now the weeds are high in our front yard again, and the cars need work. Almost every day the UPS man rings with some new sailing equipment, but we can't afford to go out to dinner and to a movie on the same night anymore. Our friends can't understand the logic and think we must have lost our marbles. But what the heck, above all else, we'd rather be sailing!

—sue rowley

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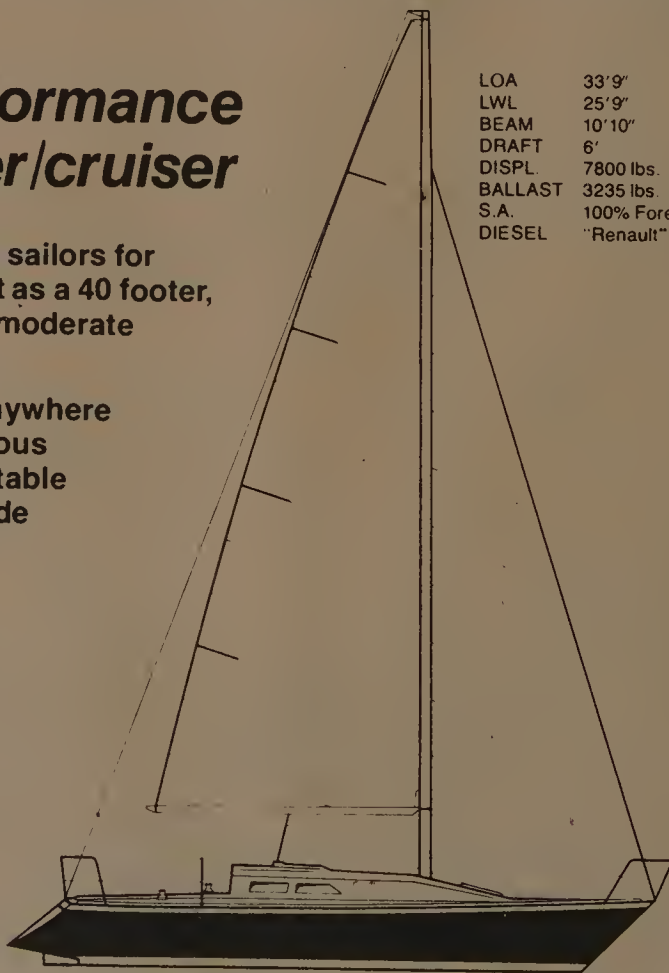
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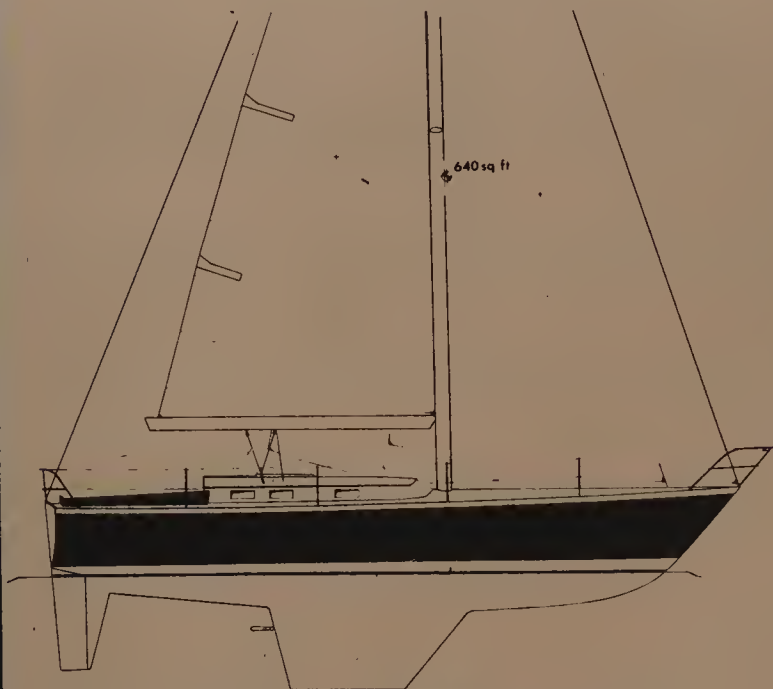
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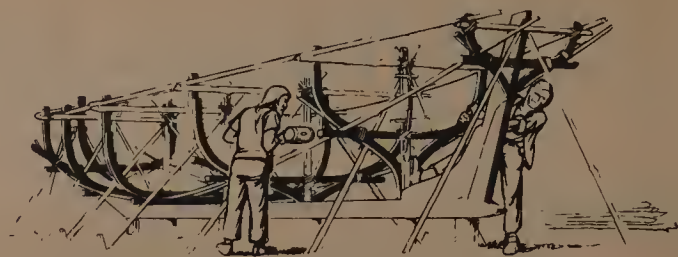
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The biggest problem Poppy Truman and most female sailors have when racing against men is their size, or lack of it. Despite the fact that Poppy keeps her weight as high as possible, she simply can't compete against the 185+ lb. six-foot boys when it really starts blowing. "Poppy can hold her own until about 14 knots, she makes her boat move as fast or faster than anybody's," says Laser pal Billy George, "but when I can full hike, she's at a disadvantage."

"It's true my speciality is light water," says the 17 year old blonde with that appealing 'California girl' look, who, by age 15, had taken a first in the Laser Western Regionals, and had won the prestigious U.S. National Singlehanded Women's Championship and was a second at the Women's Worlds in England. "I have the physical ability — more than other women do — and I am willing to work harder than the guys on the race course. In light wind I may even go as fast as Craig (Laser Champ Craig Healy) but it's true that in heavy conditions the greater weight becomes increasingly important."

This type of difference leads competitive women like Poppy to push for having separate women's sailing events. "My dream is going to the Olympics. I met women at the Worlds who are aiming for a separate women's division at the Olympics, as they have for other sports. If they don't offer this, it will be a long time before women sailors get into the Olympics. The least they should do is establish the Laser as one of the six Olympic classes, so women could really compete."

POPPY TRUMAN

POPPY TRUMAN

IN TRAINING

38: What kind of training are you doing for the Women's Singlehanded Sailing Championships coming up this summer in New York?

Poppy: I go to a gym in Oakland and work out for no less than one hour a day. Lifting weights . . . trying to get in shape so I don't get tired, so I can hike out longer and stuff.

38: Do you work on specific muscles?

Poppy: Yes, my chiropractor gives me specific muscles to work on. Besides lifting weights I try and run every day, but I don't always get to it.

38: Do you like to run?

Poppy: It depends. If I've missed a day I really do want to get out and run. I'm supposed to run four days a week, no less than 3 miles.

I also try to swim a bit, I've only done it about six times but I'm going to start swimming regularly.

38: When you practice in your Laser, do you sail for a specific amount of time?

Poppy: Not really. I always leave the water before I get bored, because if I don't, I won't want to go out the next time . . . I always leave something out there to get excited about.

38: When you practice sailing, do you work on specific things each time?

Poppy: Usually . . . well it depends. Sometimes I work on techniques, but not that often. Lots of times I fool around with Craig Healy who is a world class Laser sailor and we work on speed and trying to get free of the other's dirty air — that's the best.

38: Good luck!

Above all else, Poppy is a competitor. Ask the Laser guys she races against what makes her so tough, and they will say, "The thing that makes her a stiff combatant is that she badly wants *not* to lose."

Poppy is probably the best woman sailor in the Bay Area. In addition to the earlier kudos mentioned, she was third overall, crewing together with Dennis George for her brother, Peter, at the Sears Cup, and was in the Women's Invitational at Yale last summer. In addition she is a good crew on larger boats — she was a full crew member in the SORC two years ago on her father's 31' Wylie design "Moonshadow".

Caroline ("Poppy" is a nickname) is quiet to the point of being shy, but that doesn't mean that she hasn't got strong opinions on various subjects. She does. She is well-informed, and unaffected. Sailing has been a part of her life since age five when her parents, James and Suzanne Truman, bought a boat. Both mother and father were instrumental in building the Richmond Yacht Club's well-respected junior sailing program.

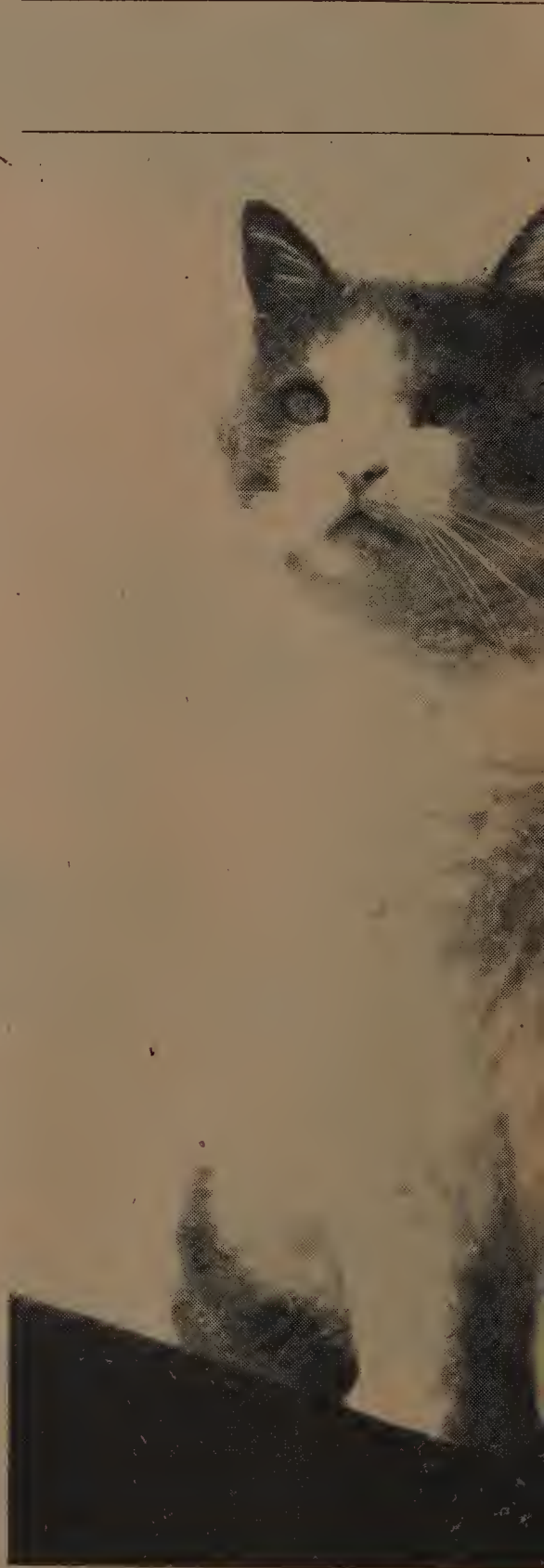
Poppy can remember her first time in an El Toro, at age six, with her dad — "basically, we dumped". But skippering, even a little boat, didn't have much appeal until, at age 13, she raced and began doing well. "I started getting a lot of compliments," she explains in her straightforward, yet modest, manner.

"The guys — Craig, Billy George, etc. — let me in 'their club'. (Some people feel being a part of this gang and working to keep up with them has been THE motivating factor in her success).

"I wasn't really working at my sailing in my early teens. I didn't practice. I was just having fun racing all the regattas, attending Laser seminars and RYC Junior Sailing Camp at Clear Lake. But you learn from goofing-off. I remember slalom races on the Bay when it was blowing 15. Sometimes I'd just go out, flip and come back in. Even if I came in last, I had fun."

Did she ever feel frightened on those gusty days? "I might have been," she confesses, "but I wouldn't show it." She earned a reputation for being a good sport and acceptance as an equal. Laser

sailor Russ Silvestri says, "Poppy wants to beat the boys. She uses all the same techniques the rest of us do — she hikes as hard, rocks up-wind, she isn't conservative — she hits all the corners, she's in



POPPY TRUMAN

There's a great caption for this photo of Poppy and her cat — there just has to be, but we can't think of it. If you do, let us know, please.



By high school sailing became top priority, edging out other sports like tennis and volleyball in which she also excells. "Before high school you might have said that I was a well-rounded student. I played the violin and guitar. I got good grades. But more and more sailing became my thing. I was practicing in the Laser and crewing on our Etchells. My older brother, Peter, was skipper, and he encouraged me a lot, as did people like Don Trask and Jim DeWitt. They were always there, like father figures, giving me a pat on the back. I wanted to do well for them."

Last summer Poppy went back East for two events, the Women's Double-handed, with her sister, Cathy, crewing and to the Junior Youths with Dennis George in the 420. The results were less than perfect. "It was a rude awakening. I thought I would just jump in that boat and do well. There were several problems. In the 420 we needed to be lighter, racing against 13 year olds, particularly. Then there was the lack of preparation. I also learned that I dislike the 420." But coming up this summer are the Women's Singlehanded again and if Poppy does well in them in New York, then it's on to the Worlds. "I'm really impressed with the intense competitiveness of the women in the East."

What has Poppy gained by sailboat racing, in addition to the numerous friendships (including her boyfriend, Jim Wondeleck)? "I think I've learned skills that would be useful anywhere. I am able to use common logic — in sailing you have to think ahead of time, plan things out, make decisions rapidly."

As to the future, Poppy's keeping all doors open. "I know I want an education for sure. People who finish school have more opportunities. And I also like kids. I enjoyed teaching last summer at the Laser Camp. I might like teaching the handicapped. And I've always been interested in Medicine."

But for now, sailing comes first. "If I have a report due on Monday, but I have the opportunity to sail on the weekend, I'll sail and feel guilty."

— marilyn yolles

phase with the shifts."

A big boost came to her sailing career in the ninth grade when Poppy traveled to Florida ("eight people squeezed in a van") for the SORC. "On the boat my

dad let me do everything — tailing the jib in fast — tacking, steering, trimming, standing watch." Poppy shared watches with Craig Healy. "He was a good teacher. I still look up to him."

DIANE

In her rambling Victorian house in San Francisco, Diane Beeston, marine photographer, has put together a successful business based on a sport she has no ambition to try, with clients she seldom meets. According to SEA Magazine, she is one of the top six marine photographers in the world.

Born in Jakharta, Indonesia, she travelled to the United States with her family prior to World War II and grew up on a diet of good breeding, proper education and genteel poverty. Now in her 40's, she's at once witty, articulate and very poised — a middle aged preppie — who knows everyone in the Bay area boating scene.

Before she moved into the business of photographing boats, Beeston was photographing eyes. Yes, eyes. A family friend at the U.C. Medical Center, knowing of her interest in photography ordered an unusual camera developed at the Massachusetts Eye and Ear Hospital and placed it in Diane's capable hands. Used by the Ophthalmology Department to take three dimensional pictures of the eye, this camera was the first of its kind on the West coast.

"There's no worse tinkerer in the world than a doctor," Diane commented one rainy afternoon at her home. "The camera was a delicate machine, and once those doctors got their little pinkies on it, it would be broken. So I was hired to run that camera, and no one else could touch it."

After thousands and thousands of painstaking pictures behind the human eye, Diane was appointed principal medical photographer at U.C., a position she held for five years. "We photographed everything from the tip of the toe to the top of the head. At one point, I just decided I had enough of that nonsense and left."

To relax and get away from her extremely exacting work, Diane

wandered down to the Marina Green, was impressed by the beauty of the sailboats and began photographing them. "I just wanted something nice to hang on my walls. I didn't want to hang hearts, livers and lungs — or have eyeballs staring at me. You know doctors have some pretty strange things hanging on their walls."

By the late 1950's, a common sight by the Golden Gate Yacht Club was a tall, young woman with short brown hair and a deepening windburned complexion bent over a camera, silently cursing each sailboat as it sailed away from the shore.

"Some of the doctors I knew that had boats took me along periodically. I only got out three or four times a year. Generally, I was left on the shore, frustrated. Once I had a boat, I was out every single weekend. I've taken some pictures from a sailboat, but after being thrown from one side to another, I swore I'd never do that again."

She started in a 15 foot power boat, but when she thinks back on it, "I wouldn't be caught dead on the Bay in something like that now, but when you're young, you're not too bright." Then it was on to a 20 foot, a 25 foot, until she got her ultimate boat, a 27 foot Luhrs power cruiser, complete with flying bridge, a mechanic and a Marin county mooring. All her boats have been called, the "Golden Fleece", a name suggested by her grade school nephew. The double-entendre appealed to Diane's wry sense of humor and the name stuck.

She sold her first boat photograph to a very wealthy industrialist from the East Bay in 1969. By 1962, she had a drawer full of proofs, and the transition from photographing bodies to boats was easy. "When I quit the Med Center after 12 years in 1966, I just came home and started sending out all my proofs and started printing pictures. I doubled my salary in six months."

Not knowing a jibe from a jib didn't hurt Diane. Her all women crew on the "Golden Fleece" helped her learn nautical terminology. "The gals who crew for me have sailed all their lives or have been involved with sailing, so they helped. I couldn't tell you all the rigging



on the boat now, and I could care less. I just know what looks good."

And what looks the best to Diane are the classic old wooden sailboats.

"These men who have a new modern boat that costs \$300,000 to \$400,000 *want* that boat to win," she stressed.



Diane takes a few minutes on the beach with her barkers. Don't take her caustic comments too seriously, they're always followed with a laugh.

"But the guys who own the older wooden boats have more fun. They're not racing any more, so they're not out there being violently competitive. These guys are just sitting back having a beer and laughing while the racers are screaming, 'Starboard, you son of a bitch!' If this is their relaxation, what do they do during the

week?"

Diane has the uncanny knack of being where the action is: next to three men bobbing forlornly in a demasted boat in rough seas; at the windward mark with five boats approaching simultaneously; or astern a yacht with newly discovered spinnaker wrap. She catches these once in a lifetime shots by being out there almost every single weekend during racing season, shooting round after round of film. After editing her work taken from April to September and throwing out the less than perfect shots, she ends up with 2,000 negatives.

"Nowadays, we have four races going on at a time, so I have to decide where I want to go. I don't worry too much if it's down in the south bay, because I'm not going there — we never pass under the Bay Bridge. We never pass under the Richmond Bridge either, except for the Vallejo race. We stay right in the middle of the Bay, because that's where the background, the wind and best courses are. It's been suggested that I shoot down south, but I say, 'no'. There's all that money, but the boats sit in their berths because there isn't any wind. God's created this little area for me, and I'll just stay here."

Out there in 20 knots of breeze, fighting a stiff chop, even Beeston's well attended boat gets waves washed over the bridge, soaking her, her two constant companions, Flower, a Lhasa Maltese, and Scruffy, a Maltese poodle, and perhaps one of the five cameras she takes along with her on each assignment.

"My cameras go to the doctors one at a time at the end of the year. Each time, I get a little note back saying, 'this camera has been exposed to salt water.' Then they take them apart and clean them. My repair bills are sometimes more than some people pay for their cameras."

By combining an inborn business savvy with a healthy amount of skepticism towards her clients' favorite sport, she has developed a unique unsalesman-like approach to her business. "I've never solicited at all except for sending out these proofs with size and price sheets; if they want me to do them, fine,

but there is no way I'm going to call somebody up and say, "do-you-wanna-buy-a-picture-of-your-boat?"

Beeston has turned her photographs into a nationwide business that services sailing magazines, advertising agencies, book publishers, and even a restaurant chain in Idaho is graced with her pictures of boats on the Bay. Recently she was asked by Time-Life Books to submit her photographs for their series on sailing. Advertising agencies are constantly rummaging through her files and arranging for photo sessions.

What a tough life. Weekend after weekend on the Bay, plus a thorough rehash of each and every race at the yacht club after. True, it takes Diane all week to develop, print and file her pictures, but if it sounds so good why aren't there more local sailboat picture snappers.

"Marine photographers are continually coming out of the woodwork and then disappearing. What they don't understand is there is an awful lot of work involved, and it's going to cost a lot of money. If you don't have the money or are afraid to put your money where your mouth is, you'll never go anywhere. You've got to have a boat, and you've got to go out every single weekend, not just now and then. At the Big Boat Series in September there could be five million people there, all snapping pictures like crazy."

When it's all said and done, and Beeston has shot her 2,000+ photographs, what does she do for relaxation now to take her away from the rigors of sailboat photography? Yes, she paints, plays a little golf, and walks her dogs on the beach. But does she put down her camera, grab her foul-weather gear and head for the foredeck?

"Once the season is over the last thing I want to do is go for a boat ride. I sail about once a year if I can help it, no more if I can avoid it."

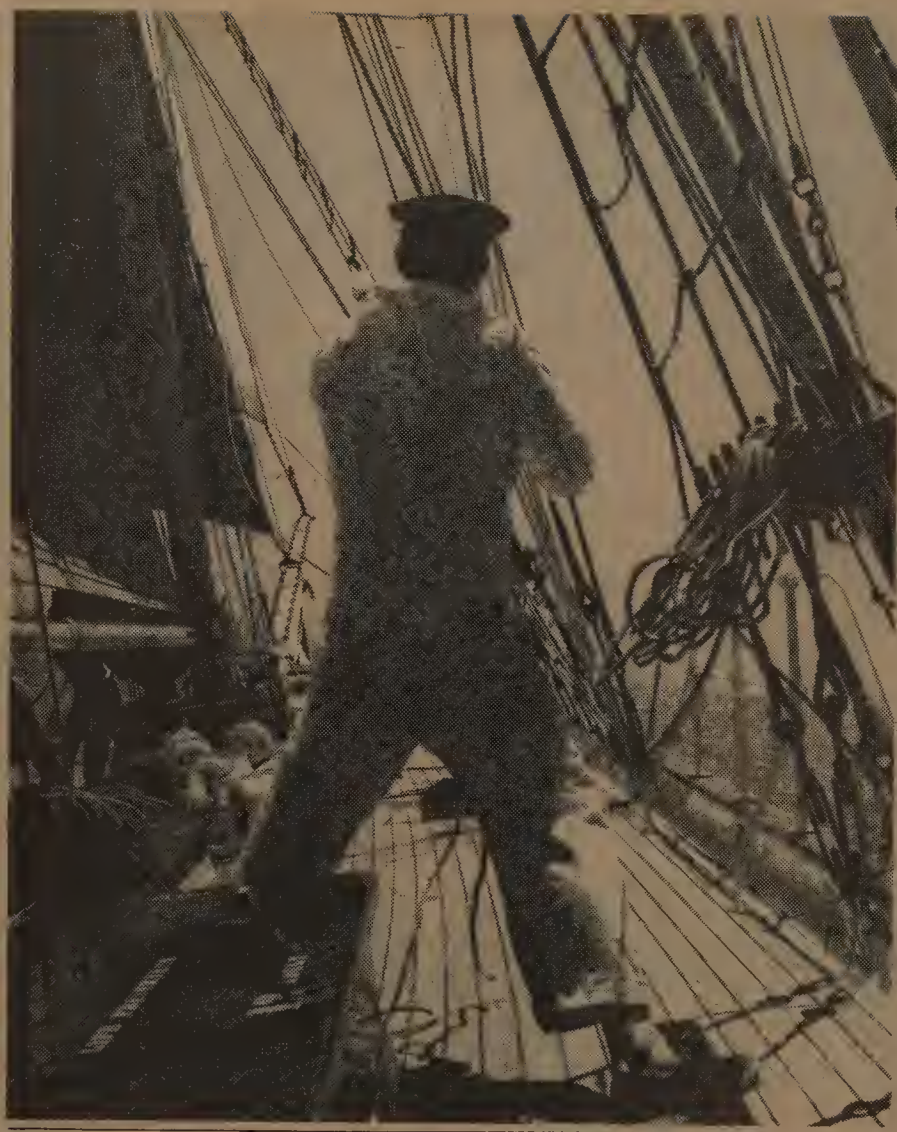
—kitty katz

DIANE





"Both these shots are of Scripps' lovely 89-foot ketch, "Novia Del Mar". The boat had been up here for a St. Francis' Big Boat Series . . . it hadn't raced, but they had gone up to Tinsley Island for all that nonsense. Anyway, they raced down to southern California doing the Cal Coastal Race, and then the they did the Mazatlan Race or one of those to Mexico. On the way back from Mexico she caught fire and sunk in 1000 fathoms and that was the end of her."



"We took this shot on "Rendezvous" a million years ago when Rollo Wheeler was still alive, and this was one of the crew members on the boat. Rollo was an architect, a super guy. He was one of the four people who disappeared off the coast of Mexico and they never found him . . . his wife or another couple . . . it was the deal where all their friends flew down searching for them. That was on a Grand Banks for something; "Rendezvous" was a 51-foot brigantine, she had a huge Maltese Cross on the sails, the whole bit, she was really spectacular. She would sail out of the fog and it was just like going back in time. She was fun to sail because when we'd round a mark Rollo would say "don't get excited now, it will take us half an hour to come about". "

"This was the last shot taken of the most recent Big Boat Series. We were following "Swiftsure" and I was thinking to myself, 'Oh good, only a couple more shots on the roll and thank god we'll be done with this series'. It was about four in the afternoon, the sun was starting to go down, and the bridge and the Marin Headlands ended up being reflected in the hull. We hadn't even noticed until we did some enlargements. I never would have got the shot except that I was too cheap not to finish every frame on the roll of film. "



DIANE





"This is from the cover of my calendar this year. We kind of set the thing up with "Dauntless" and "Evening Star". In the Master Mariner's Race none of the boats were close enough together for a interesting shot, so we all went out one afternoon and I was like the director yelling, "Over here", "Back this way", and the like. It was a problem because "Dauntless" kept sailing away from "Evening Star". "

You mean this whole shot was staged?

"Of course. Anything to make the calendar cover right! Bill Vaughn who has Evening Star is in with me on the calendar so you can see the connection. In fact it was Bill who got Dick Williams out there with his boat. Dauntless has been totally redone on the inside . . . I hear the main salon is all flocked and looks like the inside of a Gay 90's whorehouse. Somebody's doing a book on boat interiors and there's supposed to be a feature on Dauntless in it."

"This shot was taken years ago. It's a Rhodes 19 from the San Francisco YC Junior Program that was racing in an SYRA Race. Well, look at the flood tide at the Harding Rock Bouy, the kids misjudged the tide and dropped the chute right over the bouy, When it happened we were way over on the other side of the bouy and we just snapped pictures 360 degrees around the boat. The tide was so strong that they were caught on the bouy like a dog on a leash, there was no way they were going to sail against that strong a flood to get free. We took pictures and then went and cut them free. We took the spinnaker back to the yacht club and said, "Here", to the head of the program, "You've just got to shape these kids up!" It was great.



DIANE

"Here's a shot of the 62-ft schooner 'Barlovento' . . . what a superb looking boat she is, so unique and nice. She was on her way from Knox to Blossom during a Master Mariner's Regatta a few years back. It was a gorgeous day, blowing about 20 to 25 knots and everyone was just having a ball.

All I could think of was that if I got the camera wet one more time I'd kill myself . . . but it was such a good shot I had to keep shooting to make sure I got a good exposure. As it turned out, all the shots came out fine and I got stuck with the whole bunch of them. I've been driving myself nuts ever since trying to figure out which of the bunch is the best.

Can you see the face on that Nordic broad with the long braids? Ha, ha, ho, what a great expression, we didn't even notice that until we did a 24" x 30" blowup.

Barlovento is out of Santa Barbara."





THE LATITUDE 38 INTERVIEW



Louis Kruk . . .

We first met Louis Kruk when we were running around the bay area taking pictures of ocean racing winners — Louis had won Division II of the Danforth Series in the boat he chartered, "Sweet Okole"

As we were taking pictures we got around to talking about his experience of having his boat, "Urban Guerilla", sink during a spinnaker jibe during a Metropolitan Mid-Winter race. We thought the story of the sinking and eventual salvage was interesting enough for an interview.

As a bonus it turned out that Kruk sailed on Kialoa during the last Big Boat Series and will be sailing on her during the spring and summer — some interesting comments on that.

Louis teaches physical education to junior high students in Castro Valley, and sometimes he teaches evening courses in coastal navigation at the College of Alameda.

38: What race were you sailing when "Urban Guerilla" sank.

KRUK: It was the Metro YC's mid-winter on January 14th. The boat sunk on the 14th and we had it back up by the 20th, 6 days to the hour later.

38: Who was on the boat with you?

KRUK: Jeff Martell and Pat Loomis. Yeah, the race started at 1:00 and it had gone down by 1:45. Ho, ha, ho.

38: Where were you sailing?

KRUK: We were going from 'D' to 'B' in the Olympic Circle.

38: You were doing a reach to reach spinnaker jibe?

KRUK: Right. We were floating the spinnaker . . . it was flying, and while the pole was being connected to the mast the boat rounded up and was knocked over with such force that the masthead was immediately 2 feet under the water — boom! — just like that.

My initial reaction was that it was pretty funny, because we figured that the boat would come right back up, but she started to turtle. So, we swam around and two of us climbed on the keel and one got on the rudder, besides the mast not coming up, the boat disappeared under us while we were sitting on the keel.

38: What was the weather like?

KRUK: It was blowing 30 knots and there was a pretty good chop. We were really surfing down some of that stuff, just flying. Another Santana 20 behind us was clocking 10 knots and more . . . we were flying, sticking the bow in waves in front of us . . . just scooping up water that would rush over the entire deck . . . it was really a neat reach until the boat disappeared.

38: Who picked you up?

KRUK: Let me look it up here, you know I'm kind of indebted to these people for dropping out of the race to help some schmucks who sunk their boat. "Salsa Brava" was around, . . . but it was "Fast Lady", yes, Dave Jones was the one who picked us up. Jon Hendricks, who also owns a Santana 20 jumped in to help us get aboard, and Irv Rubin also on Fast Lady was a big help.

38: How did you go about salvaging it?

KRUK: The next day a guy, Bren Meyer went out and dragged a grappling hook and caught part of the mast and tied a float to it. A couple of days later we bought the salvage rights since the insurance company didn't want to go after it.

On the Thursday after it sank we went out — Jim Allen, Dwight Harrington, and myself with tanks . . . all on Bob Evans' Columbia 26 "Honey's Money". . . we went out with some specific goals. We wanted to find the boat; to clear all the loose wreckage away, and to determine the exact position that she was setting in the mud. We spent two hours diving on the bottom . . . but we didn't cut a single shroud clearing the mast away.

38: What the heck, was it clear down there?

KRUK: Naw! You couldn't see six inches in front of your face. But we were able to get close enough to cut the cotter pins with nippers. We dropped the clevis pins because you realize that they don't cost that much when you're miserably cold, on the bottom, and can't see. But except for the pins we were

able to salvage all the rigging.

Once we got the sails off and cleared the mast away we went inside. It was a difficult job with a tank on your back and a pair of flippers on. I mean it's difficult for guys your and my size to get in there with foul weather gear on the surface to say nothing of SCUBA tanks when it's on the bottom. I get claustrophobia in the quarter berths, but we had to get the gear out; three duffle bags, wallets, a mini-compass, a Nikon FE — which is still in a bucket of fresh water — a 150 genoa, an outboard engine — just a multitude of things that didn't have to sit on the bottom.

So I was crawling around inside the boat and it was tough because it was pitch dark and you had to feel everything. You'd get your tanks stuck against a bulkhead and you're feeling around for your life support system . . . a couple of times I had to sit back and get my head about me, and figure out how to get out of the spot I was in. I spent a little time down there and it was a tad spooky!

We went back again on Saturday with a big crew, including two boats: "Honey's Money" and Gary Plotner's Coronado 25 "Sky Bird". Others who helped out were Bob Evans, Dave Salas, Dave Herndon, Bill Pollock, and Brian Plotner.

I went down inside again and inflated one truck tube to lift on the top of the house and to displace some water from the cabin. Then we had two more tubes on the stemhead fitting, two on the backstay fitting, and two connected to the sling that's used to lift the boat out of the water.

38: How was the boat resting?

KRUK: It was just about up to the deck level in mud, I imagine the keel was 6 feet beneath the surface of the mud.

We inflated the tubes inside first, then the two at the keel sling . . . I went forward and inflated one . . . it was still on the bottom, but when I inflated the other the boat broke loose from the bottom and everyone started cheering.

Then we went to the stern and inflated the tubes aft, so at this point the boat was level but under water still . . . it was suspended, only the tubes were on the surface. It looked like a shark with only the dorsal fin showing.

Then we took some tubes around the keel and the rudder and inflated them. This was enough to float the boat so it was no longer taking water over the gunnels. We got the high speed pump — 1100 gallons an hour — and in about 20 or 30 minutes she was floating nicely.

38: What was the damage to the boat, is she in good shape now?

KRUK: Yes, she's almost as good as new, the mast of course was broken and there's a replacement I'm fixing up in the garage right now.

38: Didn't you just win a Metro mid-winter race in "Guerilla" the other day?

KRUK: Yeah, but I borrowed the mast off Steve Blossi's Santana 20.

38: That looks like one advantage of owning a one-design boat.

KRUK: Well, it also helps to have a friend who's willing to



. . . and his Guerilla, mid-resurrection. . .

let you use the mast. We won the Golden Gate series by taking a second with his mast, and we won the last Metro YC race exactly a month after it had sunk in the previous one. We had already won the Corinthian by way of three 1sts and a DNF.

38: Didn't the designer, Shad Turner, come up and talk about how you could make the boats unsinkable?

KRUK: He did, and said you could make them unsinkable by sealing off the compartments beneath the bunks and put a cube of styrofoam, 2 feet on each side, inside the boat. With that the boat would be sunk to deck level and no more. But I'm not convinced that that's the best solution.

I've devised a way to keep my hatch boards in even if the boat gets knocked down, so I don't think there should be any problems. That's how all the water got in; so just keep it out. Even suppose I did take a few gallons in through the various little-bitty openings, you know if the boat comes back up — which all of them have done except mine in that one case — that's a whole lot better than having positive floatation and

LOUIS KRUK

your boat with 1000 gallons of water in it.

38: You don't seem to be at all disenchanted with the boat.

KRUK: No, not at all. It's an idiosyncrasy of the boat. It's like an Indy car, there's a fine ragged edge . . . like at 180 miles an hour you can make the turn but at 181 you come off the wall. With this boat you know damn well that if you take a 90 degree knockdown in 30 knots of air that there is a chance that the cabin might fill with water. So what you do is solve the problem by not letting the cabin fill with water, which is what I've done with the hatchboards. We might also be a little more careful about jibing in that much breeze.

38: You did very well with "Sweet Okole", winning Section II in the Danforth Series, is there any comparison sailing that boat and the Santana 20, in terms of thrills and responsiveness?

KRUK: I'd say so. Sweet Okole is light and fast, but she needs lots of wind to go. The Santana 20 on the other hand beats a lot of bigger boats in a lot less air. The difference is that the Santana is overpowered for its size and weight while Okole is relatively underpowered for her size and weight — which is typical for those kinds of Farr boats.

Boats like Okole do have a big main but . . . well I remember the race going up to Bodega Head, we got near the bouy up there an hour before the rest of the boats in our Section. We pulled in there and it was a dead calm parking lot and all the boats with bigger sail area and less wetted-surface just slatted up and around the bouy while we just sat there. We had saved all our time for the whole race just going up there, but got killed just sitting there while other boats passed us in the calm. It was unreal . . . it was the thrill of victory and the agony of defeat all in half of a race.

38: What sailing plans do you have for this year?

KRUK: Well, I wouldn't mind being a guest skipper on one of the IOR boats, but I don't know if there's much chance of that. Oh, I am going to be racing on Kialoa during Antigua Race Week.

38: Sounds super!

KRUK: After that I'm going to Marblehead and will be sailing on Kialoa in the TransAtlantic Race to Cork, Ireland. After that I'll be sailing on the boat during Cowes Week in England, and later on I'm going to do some racing on the boat in the Mediterranean, which sounds like fun.

38: Looks like a crummy year ahead. I guess it helps being a teacher?

KRUK: Yes. I was invited to sail on Kialoa during the SORC but since I only work nine months a year I couldn't justify taking one of those off to go and play.

38: How did you get started sailing?

KRUK: I started on a Venture 21, then I bought a Columbia 26. Meanwhile I was crewing on lots of boats; I sailed back from Hawaii on a Columbia 57, raced to Tahiti on Irv Loube's Columbia 57 "Concerto", I sailed on "Finesse" to Hawaii in 1975. The next year I went back to the east coast and raced to Bermuda on a 54-ft. boat, then in 1977 I raced the PORC on

Loube's new boat "Bravura", did the TransPac on it, and was aboard when she won the Around-the-State Race in Hawaii.

About the same time I was sailing on a Hawkfarm, which was the first lightish boat I sailed on. Then I knew Dean Treadway who mentioned he was buying "Sweet Okole" and I said, "Hey, I'd like to charter the boat for the Danforth Series". I had the Santana 20 at the time, but I was putting all my energies into Okole.

38: You mentioned that you're going to be sailing on Kialoa, how did that come about?

KRUK: While I was sailing on Bravura during the PORC in 1977 and Kialoa was down there . . . that was a real busy time. I'd race the Santana on a Friday Night Race in the estuary and right after run to catch a plane down south, hop on Bravura and grab a little sleep and be ready to race in the morning. A typical race was from San Diego up around Catalina and into Long Beach — then back on a plane again. It was a lot of fun, but a lot of time was wasted running around, as well as lots of money on plane tickets.

But while I was down there Kialoa and Passage were racing for the Cal Cup, and Irv Loube knows the people on Kialoa and we'd get together and talk, and then a couple of times Bruce Kendall and a couple of the Kialoa crew sailed with us on Bravura. One night Kendall said, "We'd like you to sail with us on Kialoa". I said, "When?". They seemed to think that I was a decent sailor, but even more important they thought I was a person that would be compatible with the rest of the crew — on Kialoa they feel that crew compatibility is more important than crew ability.

38: We'd been told by quite a few people that Kilroy didn't allow mustaches on Kialoa until this year, what do you know about that?

KRUK: I read that shit you guys printed and people kept asking me about it. Of course I really don't know because I only started sailing on the boat since the last Big Boat Series. . . well I did sail on her a couple of times in Hawaii. But I don't have any reason to believe there was anything about mustaches.

You guys also said something about the Kialoa crew being the corporate type . . . well we had Dave Pedrick from the east coast who designed the boat at Sparkman-Stephens and he's a studious type, and there's Andy Rose who works in Sacramento in the Controller's Office or something, but the rest of the characters who are grinding winches and putting up sails are as rough and ready as any other crew. It's true that Kialoa doesn't have any burnt out hippies on board, ha, ho, ha, but . . . but we do have our share of Aussies and as they always say, "we drink our share of piss, of beer". But when Kialoa comes back to the dock we'll probably put our shirts on and try and make the boat look like what it is, and that's a class boat, and it's not run by a bunch of hacks.

38: What was your job?

KRUK: Since I was new to the boat I was a grinder on the coffee grinders. At lot of times it takes four guys to get the jib in, but in the Big Boat Series it was light most of the time so it

LOUIS KRUK

wasn't that hard.

38: So you didn't get tired tacking up the city front?

KRUK: There seemed to be enough time between tacks to catch your breath. Some guys started to . . . well, I teach physical education and I have for 11 years so I have a pretty good idea of how I ought to train for what I'm going to be doing, so I worked on my endurance for a few months before.

38: What does everybody do on a boat like Kialoa when . . . well say while you're on a spinnaker reach from Blossom up to No. 24?

KRUK: Well, I was grinding the sheets most of the time. The others are relaxing a bit. I'm not saying that they're not drinking beers or eating apples, but everyone is talking about what you're going to have to do next. On a boat the size of Kialoa everything you do is a big project, you've got to plan it out . . . you can't go down and throw the No. 1 genoa up through the hatch.

38: How do you get the sails up on deck.

KRUK: Something like the No. 1 genoa probably weighs 200 lbs. so you have to hoist it up with one of the halyards.

It's fun, and it's great to sail with somebody like Loube or Kilroy. Kilroy told me he ran the boat just like a business . . .

38: That's exactly what we wrote . . .

KRUK: Well, he told me that they've got 22 people onboard and each person has a job, that they've been hired to do the job, and that he assumes that they'll do it. If he thinks something isn't being done right he's real good about it, he'll leave the helm, and walk around the boat talking to a few people, and then he'll come by and suggest that maybe you try it another way . . . he's not the kind of person who yells at crew.

38: Let's end with a hypothetical question, if you had a chance to race TransPac on Merlin or on Kialoa, which would you choose?

KRUK: (Thinks for more than a few seconds). I'd take a shot with Merlin depending on who I'd be sailing with. It is fun going fast, just like the Santana 20 is fun when you're going fast and scooping up water with the bow. It's like being on a motorcycle and somebody hits the throttle — you almost slide off the back . . . it's the same with light boats, the chute fills and you'd better hang on or you'll fall right off the transom.

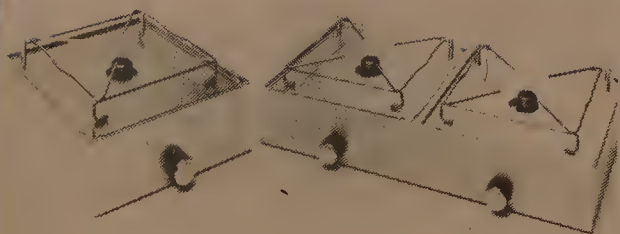
38: Thanks a lot. And remember to bring back lots of pictures of all those monokinied girls at Antigua Race Week, our readers are counting on you.

This photo really has nothing to do with Louis Kruk except that the boats are Santana 20s and Louis owns one. Actually we're running the picture as an unknown favor to Chris Corlett who sells Santana 20s for Mariner Square Yachts. You see last month Chris was kind enough to give Latitude 38 tips on how to sail light boats; we were very clever and illustrated the article with photos of Santana 20s wildly out of control — which is the way Diane Beeston likes to shoot them best. A lot of folks took those photos to mean that Santana 20s are always out of control, but they're not, as you can see from the photo below — which is the reason we ran it. O.K.?



PHOTO BY DIANE BEESTON

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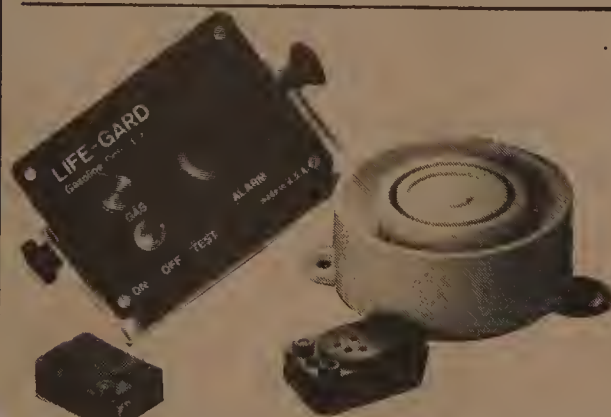
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Model GVM is the same as UA-2A except it doesn't have light or test switch, and does not include testing gas.

Model GVM List \$69.98 **Only \$58.95**



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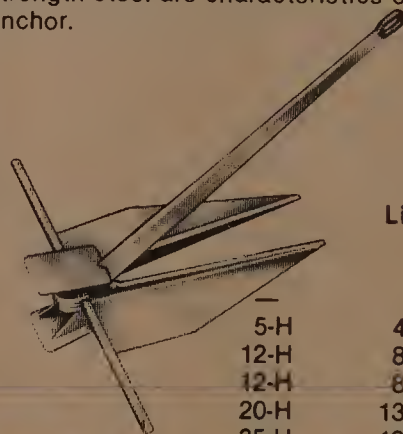
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Danforth Hi-Tensile Anchor

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5-H	47.00	39.50
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12-H	82.00	69.95
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35-H	195.00	162.95

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33-38	22-S	105.00	83.95
39-44	40-S Dan	145.00	123.95
45-54	65-S	280.00	236.00



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West Marine Products

SINGLEHANDED

Prior to my arrival in the Bay Area my sailing experience had been confined to the waters of Southern California. In those days I had no hesitation about venturing up or down the coast or out and around the Channel Islands. Although not single-handed it was usually a case of my being the only experienced crew, often alone with my wife and two pre-teen sons. We had a number of extended cruises of four or five days, staying one or more days at the Islands of Santa Cruz, Santa Rosa, Santa Barbara and Catalina at various times. The only problem we ever had on those trips was that of running out of junk food. My crew was always a big help when anchoring or getting underway, and when I needed a cat nap.

Now for the past two and a half years, I have been sailing on the Bay on the good ship 'Freedom' (Ranger 26). Fortunately two very experienced bay area sailors have been among my crews during this period (Harry Ansbro and Dick Blunden). I have learned a great deal from them about the currents and other peculiarities of this area. Of necessity however, I have found it convenient to become a singlehander. I had in the past often sailed alone on dinghys, so it was nothing new, and in many ways easier aboard a keelboat. Most of the operations of sailing proved easily manageable alone, such as reefing and unreefing, dropping and furling the jib, leaving and entering the slip, etc. I have never attempted to change a foresail, while singlehanding. I only fly the working jib, and I don't have a spinnaker. All of these operations were practiced on many occasions within the Bay. As for anchoring, I tried this only once in the Bay, in the Marine Stadium Lagoon on the northerly waterfront of San Francisco. I found anchoring and getting underway the least smooth of my operations while alone but still manageable.

Very soon after beginning to sail in the Bay area the lure of points beyond captured my imagination. I first ventured a few miles beyond the Golden Gate and gradually became more bold, feeling all along like the Phoenician navigators as they passed the Pillars of Hercules and ventured into the Atlantic. I sensed a difference between the ocean waters beyond the Gate and those offshore Southern California. This was a whole new ball game. Still, who wants to be confined to the Bay. I studied the charts and the Coast Pilot for possible destinations up and down the Coast. The choices for short off shore cruises were rather limited, not like Newport Beach or Santa Barbara. Among those available, Drake's Bay seemed a worthy choice. Sir Francis described it as a favorable anchorage. The Coast Pilot had only a brief comment, but nothing to dissuade my growing ambitions to make the trip.

I first determined the tidal conditions desirable for such a trip. That is, an early morning ebb on Saturday, and a mid-afternoon flood on Sunday for the return trip. In the fall of 1977, I made an abortive start but after getting about halfway, off Bolinas, rain squalls obscured the horizon and I turned back. It was not until June 1978 that the tides and my time schedule again coincided for another run at it. The chosen date was the weekend of June 24 and 25. The week prior had been a period

SINGLEHANDED

of more than typical breeze. Small craft warnings were posted all during the week. The forecast for the weekend was for winds of 15-30 knots in the afternoon. Other conditions being ideal, i.e. no fog, near full moon, led my decision to go ahead with the trip. I realized that there was some hazard and that these were not typical conditions of Southern California.

The voyage got underway at just after sunrise Saturday morning riding out on an outgoing tide. My speed from the Alameda Yacht Harbor to the Golden Gate Bridge averaged 7 knots over the bottom. Wind speed was 15 to 20 knots under the Bridge at 8:15 a.m. and for the remainder of the day the wind never dropped below 15 and often exceeded 30 knots.

The seas were from 4 to 6 feet high, a short swell or a long chop, coming from the N.W.. The winds being from W.N.W.. I was compelled to beat for the entire trip, with long port tacks gradually working into shore, and then short tacks back off-shore. It was really a fantastic sail that went on hour after hour. The rail was occasionally awash but not enough to require reefing the main. 'Freedom' rode through the seas smoothly, only occasionally pounding. The knotmeter indicated 4 to 4.5 knots most of the way. With a lashing on the tiller she sailed herself for long periods, 5 to 10 minutes, without adjustment. Thus I was free to fix sandwiches and enjoy a beer or whatever.

The fantastic sail continued until sometime after 3 p.m. when the wind rose to 30+ knots, the seas became increasingly choppy, and the wild ride began. During this period I was continually peering ahead looking for the calm waters in the lee of Point Reyes. Instead of calm I had howling winds, spray flying over as each wave passed. The rail was awash and progress was slowed. I reefed the main and progress improved, but where were the calm waters of Drakes Bay? After numerous tacks I finally arrived at calm waters within a quarter mile of the beach on the westernmost shore of the bay. The water was calm, but the wind was howling. I dropped and furled the jib, started the outboard, and dropped the main. I picked a spot for anchoring about a hundred and fifty yards off the beach and approximately a quarter or a half mile northerly of the Point Reyes Peninsula. A number of commercial fishing boats were moored closer in to the peninsula near the pier just to the south of me, and a great many more were moored several miles easterly around the shore of the Bay. The anchor was down at 5:30 p.m., after eleven hours of sailing.

As I began putting things in order prior to settling down to a relaxing evening, I became aware of two disquieting conditions, that is, the wind was continuing to howl unabated, and the boat was continually swinging in wide arcs around the anchor. No set position of the rudder had any effect in slowing the swinging. I considered setting a stern anchor, but decided against this, because I did not wish, being alone, to contend with the possibility of tangled cables should the primary anchor drag. Perhaps this was a faulty decision. Regardless, I finished stowing ship, changed into dry clothing and had dinner. Occasionally I checked the bearings to be certain I wasn't dragging. By 8:30, I was preparing to bed down, feeling a little

SINGLEHANDED

more secure, but still uneasy because of the continuing yawing and whistling wind. Surely the wind would calm soon. I noted the fishing boats lying securely, apparently motionless. How I envied them! A few minutes later I realized that I was dragging. The one man Chinese fire drill began. I fired up the outboard, aimed the boat in the direction of the anchor, ran forward and started hauling in on the cable. After a few fathoms were in, the boat was veering away making it impossible to raise the anchor further. I secured the cable, ran back to the tiller to get back on course again. The above sequence was repeated numerous times before the anchor came aboard. The flukes were covered with great gobs of long slimy sea grass — a clue as to why once free the anchor would not re-set. Dejected and tired, I motored back to the same vicinity and reanchored this time closer to the beach (about 100 yards). I again took bearings, and hopefully prepared for sleep. By this time I was praying for the wind to calm, but it seemed to blow all the harder. Before long I was dragging again. The last episode was repeated in every detail, only this time as I motored back in to re-set the anchor, I was near exhaustion, cold, bruised, and demoralized. I anchored much closer in to the beach, probably too close. Now I had to also worry about being blown onto the beach should the wind swing around to that direction.

At this time I was becoming desperate for an alternative to re-setting the anchor again. I considered motoring over to one of the fishing boats, waking the crew and requesting that they let me tie up over night. This seemed like a great imposition since the additional drag could cause the crew uneasiness, loss of sleep and possibly they too would find themselves dragging. This alternative would only be a last resort. I cast out the idea of setting a second anchor for the same reasons as before. The only other alternative was to head for home if she came loose again. This seemed feasible even though I was already near collapse. The night was clear and the moon would soon be up. The only drawback seemed to be the very strong winds. Even with only the jib flying it would be a wild nearly uncontrollable ride. I settled down for perhaps an hour with these thoughts in mind, too uneasy to consider sleep. The wind howled on and the wide swings continued. About 11:00 p.m. I found myself dragging again. This time after getting the anchor on board, I turned around and headed for home.

Within minutes I was outside the shelter of the bay with mounting seas and a gale chasing behind. With the motor stopped the knotmeter showed a speed of 2 - 3 knots. This solved one problem, I could leave the sails furled, and still be to the north of the Golden Gate at dawn. Had I not been so tired the trip down the coast would have been quite enjoyable. Unfortunately though the boat would not (under the conditions of wind and sea) sail itself downwind for more than 30 seconds, thus I had little relief from the tiller. The only chance for rest was to let her ride in the trough which I did occasionally but the extreme rolling made the benefits of that rest questionable. Furthermore, when in the trough I was making some headway, either seaward toward shipping lanes or shoreward, depending

SINGLEHANDED

on the heading. I preferred to stay in the middle. Tiredness was not my only problem, in addition I was cold and wet. A sweater, heavy jacket, gloves, and watch cap were not enough.

Visibility was very good all the way. Moonrise was sometime after midnight. Lights were visible at Farallon, Point Reyes, on-shore a number of places, and after the first couple of hours, lights from San Francisco were in view. The boat rode through the 8 to 10 foot following seas quite smoothly, although it was somewhat disconcerting to hear occasionally a breaking wave overtaking us, but none of these came aboard. The speed that I was making was quite amazing to me. My concern became that I would arrive in the shipping lanes off the Golden Gate before dawn.

At sunrise, I found myself just to the north of the channel buoys marking the entrance to the Golden Gate. Two ships picking up pilots were clearly in view and no hazard. Coincidentally, the wind had moderated and it was no problem raising the sails and the voyage continued. But the timing was not just right, an ebb tide was beginning to flow, and the wind was dying. With the motor and sails combined we just made it under the bridge at maximum ebb. The gasoline ran out just around the bend to the north of the bridge. It took me until noon (from 8:30 a.m. to the bridge) to get back to my berth in Alameda. By this time I was near a physical wreck. My eyes were red, every muscle and joint was aching, and I was too tired to care about the pain. I forced myself to put the boat in order (a minimum job) before going home and collapsing.

In the time since, I have given much thought to the events of that weekend. The painful parts are almost forgotten and the most vivid memory is of the fantastic sail on the trip up. Still, I recognize the hazard of such an undertaking. Perhaps the greatest handicap I had was the lack of information. That is, the location of good holding ground for anchoring and other information about conditions within Drakes Bay. Also, I was unaware of the characteristic of my boat that caused it to swing so violently around the anchor. I had read that sailboats with fin keels are unstable when riding to a sea anchor. In the past I had never experienced such strong winds while at anchor. Could there be a technique for moderating the swinging? The above questions may have answers available and with time I will search them out.

The lesson to be learned from all this, for a singlehander, is that all such questions should be answered before undertaking such a voyage. With a crew on board re-setting an anchor, or putting out a second hook would be no great undertaking. However, I wouldn't recommend these operations to the average singlehander.

I have been unable to find a satisfactory guide book to the destinations outside the Golden Gate. The Coast Pilot and the Sea Almanac have only the meagerest comments. It would seem most desirable that such a guidebook be published not just for singlehanders, but for all sailors who have ambitions of sailing out the Golden Gate. The information is certainly available from the Coast Guard, fishermen, and long time yachtsmen

SINGLEHANDED

of the Bay area. Is it possible that such a guide book has never been published because knowledgeable people consider sailing outside too hazardous to be encouraged by providing more information?

K.M. Holland
July 1978

As an unfortunate postscript to this story Ken Holland sent us the following tragic news:

Alas, I have been transferred back to southern California. I'll miss the exciting sailing in San Francisco Bay, and my plans for new ventures outside the Golden Gate will be indefinitely postponed.

— ken holland

SOME REAL TOUGH TALK

Look, why the hell do you guys go and put the classified ad for you boat in the Chronicle? It's not chic, sophisticated, or even civilized! Besides, what have they done for sailing lately?

And have you stopped to think about your hard earned money? Do you realize it costs less to run a friendly, glamorous, courteous and even loquacious "classy classified" in loveable old '38'? Well, it's true!

Don't be crazy anymore, act now by sending you personal ad with \$10 (businesses are \$20) to Latitude 38, PO Box 1678, Sausalito, Ca. 94965. Ads cannot be taken over the telephone and must be in by the 22nd of the month.

The preceeding was our 'hard sell' on 'classy classifieds'. We may not be any good at it, but it's fun to imitate Joe Putnam.

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The Scenario: You own a kid or two — male or female it doesn't make any difference yet, a kid is still a kid.

The Problem: You want to get rid of him or her or it for a few hours a week so you can enjoy some of the things you did before the little buggers appeared; sex for example.

The Solution: Get the little turkeys signed up in a junior or youth sailing program. Thirteen such programs are listed

below, and there are an additional 12 listings for officers of other clubs that have programs you may inquire about. By calling one of these numbers you will find a sailing program that is close to your home.

These programs are terrific for kids; it teaches them how to sail, keeps their growing bodies healthy and active in the outdoors, introduces them to a new world of peers, and might even teach

them a little responsibility.

For you parents it's super, too. In the short haul you get rid of the creeps for a few hours each week. In the long run the little ones will know how to sail so you can start giving them orders around your boat, making them repay you for some of the hell you went through raising them.

Do something good for yourself and your kid today! Enroll them in a junior program!

(Incidentally, we 'lifted' these listings from the 1979 Youth Yacht Racing Association Yearbook. The YYRA was established in 1976 with the goal of letting youth know of the many sailing opportunities available to them. The YYRA is run by tireless volunteer labor, but funds are necessary for printing costs stamps and the like. If you'd like to contribute, you can become a contributing member for \$25, or you can become a Supporting member for \$50. Because kids are so lazy and broke, Junior and Youth Memberships are free.

Latitude 38 supports the YYRA and you can also, by sending a check to: YYRA - NC, c/o Nathan Russell, Treasurer, 3340 Paradise Drive, Tiburon. 94920.)

BRIONES SAILING CLUB: Call Steve Brooks at 689-1242. The club has El Toro fleet races in the Lafayette Reservoir with informal training given beforehand. The club owns a fleet of 11 Lasers which are used for public sailing lessons and lessons given by Contra Costa Community College District.

CORINTHIAN YACHT CLUB: Call YYRA delegate Will Horsfall at 435-4371 for information on the club's program.

COYOTE POINT YACHT CLUB: Call YYRA delegate Bob Nelson at 344-6556 for information on the club's program.

DIABLO SAILING CLUB: Call YYRA delegate Scott Rovanpera at 939-4069 for further information.

ENCINAL YACHT CLUB: Call Hal Wondolleck at 523-9947. Starting in the beginning of May, Encinal has Wednesday evening sailing until dark, but you must

Just a few of the many happy Junior that attended the Youth Yacht Racing Association Spring Seminar.



PHOTO BY MARILYN YOLLES

FOR RUG RUNNERS

bring your own boat. All boat classes welcome, all levels of skill, no fee or membership is required.

FREMONT SAILING CLUB: Call YYRA delegate Joe Doering at 793-5578 for further information.

ISLAND YACHT CLUB: Call YYRA delegate James Stagg for further information, 865-4506.

LAKE MERCED SAILING CLUB: Call YYRA delegate David Maniss at 583-6224 for further information.

LAKE MERRIT SAILING CLUB: Call Pat Nelson at 964-2919. The Lake Merritt Junior Program training begins in April and ends in September. Learn to sail and race in El Toros and Lasers on selected weekends throughout the spring and summer.

LOCH LOMOND YACHT CLUB: Call Bill Malin at 454-0923. The club has a fleet of 10 boats, Lasers and El Toros. Sailing for beginners and intermediates is on Saturdays, beginning with the first Saturday in April. In the fall, there is sailing on Sunday mornings, beginning in September.

METROPOLITAN YACHT CLUB: Call YYRA delegate Kirt Brooks at 653-6861 for further information.

MONTEREY PENINSULA YACHT CLUB: Call Rebecca Paravinci at (408) 624-3370. The Sharkbite Regatta is Monterey Peninsula's main Junior Invitational, call Rebecca for the date on this and other programs.

PALO ALTO YACHT CLUB: Call Bill O'Hara at 296-4405. All levels of sailing in El Toros and Lasers. Starts in April and runs through September. You must bring your own boat and Junior Membership in the club is required.

RICHMOND YACHT CLUB: Sue Nelson at 237-1376. Richmond has a very active Junior Program for all levels in El Toros, Lasers, FJ's; you must bring your own boat, and Junior Membership in the club is required. Call for details.

ST. FRANCIS YACHT CLUB: Call Jim Taylor at 563-6363. During the summer the St. Francis conducts training seminars of approximately one week at Tinsley Island in the Delta. Ages 10 to 17 are eligible for instruction in levels begin-



ARTWORK BY GARRETT LOUBE

ner through advanced. There are 15 training boats. A series of seminars runs through the summer.

SAN FRANCISCO YACHT CLUB: Call Mr. Hildreth Stong at 435-0620. The program runs on Saturdays from May to mid-June and Monday thru Friday Mid-June through September. All levels are welcome, boats used are El Toros, FJs, Lasers, and Rhodes 19s; there are some boats available, but it is better to bring your own. While the program is open to non-Club members, there is a fee charged.

SAN JOSE SAILING CLUB: Call Shelia Jones at 738-0524. The program is on Tuesdays and Thursdays, July through August. Training starts at 11:00, races at 1:00. All classes, usually Banshees, El Toros, and O'Day 11's. Bring your own boat. Nominal fee is charged for non-members, free for members.

SANTA CRUZ YACHT CLUB: Call Mary Ann Foley at 336-5588. Sailing lessons Easter week and during the summer in Pirateers and Lasers, taught by Dick Murray and the Cal-Santa Cruz Sailing Club. Includes a 4-day Laser racing seminar. Saturdays, there is recreational sailing in Jester Dinghey's provided by the club.

SANTA ROSA SAILING CLUB: Call YYRA delegate Mary Clifford at (707) 833-4424 for more information.

SAUSALITO CRUISING CLUB: Call YYRA delegate John Adam for more information. 332-6313.

SAUSALITO YACHT CLUB: Call YYRA delegate John Amen at (707) 762-9771 for more information.

SEQUOIA YACHT CLUB: Call Bob Cunningham at 368-2730. Sequoia Yacht Club's Junior Program meets the first and third Saturday mornings at the Redwood City Marina. Beginning lessons start the first Saturday in February and September.

STOCKTON SAILING CLUB: Call Bill Johnson at (209) 477-1689. Informal racing, bring your own boat. There is no fee charged, call the above number for dates. Call Harley Kindle at (209) 465-1512 for Laser racing information.

VALLEJO YACHT CLUB: Call YYRA delegate John Todd at (707) 252-5337 for further information.

BERKELEY YACHT CLUB: Call YYRA delegate Carl Jordan at 526-6299 for further information.

Smooth Sailing!!!

YYRA SEMINAR



Kris McVae is hoping that her buddy has freckles and not the measles.

The little kids tended to squirm at the Youth Yacht Racing Association's Spring Sailing Seminar held at the Richmond YC March 3rd and 4th, but the older teenagers were totally absorbed as top bay area sailors shared their sailing knowledge.

It was a rare opportunity for the youngsters to learn from and to associate with their heros. Jim DeWitt, Tom Blackaller, Dennis Surtees and Peter Szasz were principle speakers and a host of young champions provided in-the-water guidance for the young sailors.

The Richmond YC was jam-packed with over 100 juniors, ages 8-20, from all over northern California. Each child came with a boat so that he or she had the

chance to put theory into practice immediately.

At the Saturday morning lecture session, DeWitt talked about his favorite topic, controlling sail shape. Dennis Surtees spoke about the mental aspects of the sport in his "Inner Sailor" presentation. The following morning Peter Szasz described the intricacies of protesting, while Tom Blackaller gave expert advice on "Starts".

Did the heavies make an impression on the youngsters? When questioned as to what they learned, the younger kids gave general answers like, "I learned about fooling around with sail trim." They were happier out on the line in practice sessions than attending lectures. But the

YYRA SEMINAR

older sailors clearly absorbed abstract ideas and were able to articulate new concepts learned.

Here are some comments by some junior members of the San Francisco Yacht Club:

Peter Storz: "I learned that you've got to worry about all the little things, if the jumpers are too tight, for example."

Mike Burke: "I learned how to control the draft in the mainsail and jib and where the draft should be at certain times."

Tory Burke: "I really liked being able to look at our sails from the observer boat. You could see what looked wrong."

Raymond Atkin: "I realized how the jib angle changes."

Gordon Klute: "I finally understood

why all the panels are at right angles to the leech."

Some seminar participants were totally new to sailing, learning the basics in El Toros. For juniors from small sailing clubs the weekend provided a rare opportunity to experience the in-depth education that kids from bigger clubs are apt to get in a Junior Sailing Program. For all sailors it was a chance to meet with other kids in a non-competitive atmosphere.

Lynn Huntley, the devoted chairman of the YYRA, concluded, "Putting it all together for two solid days means so much more than an occasional sail. It's realizing sailing is a total experience, not just winning a race on the water."

— marilyn yolles

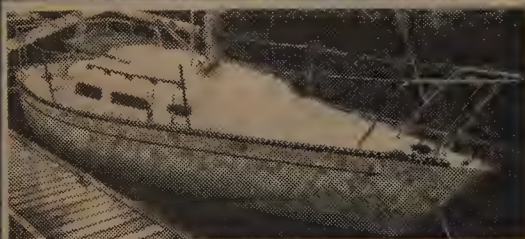


PHOTO BY MARILYN YOLLES

Quotable kids from the San Francisco YC. Juniors, we mean.



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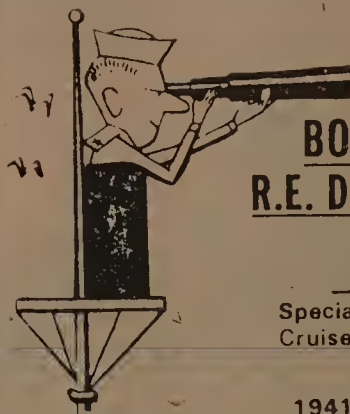
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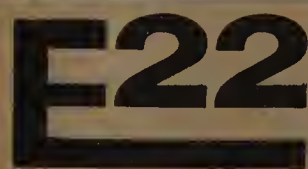
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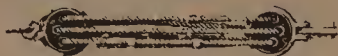
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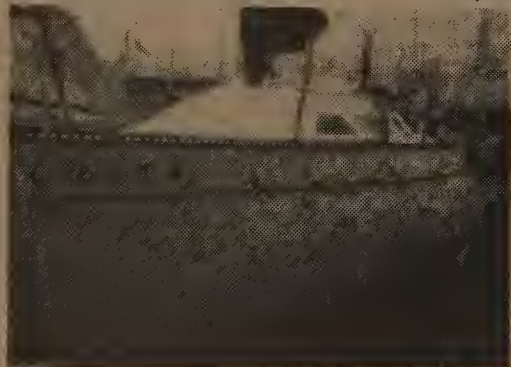
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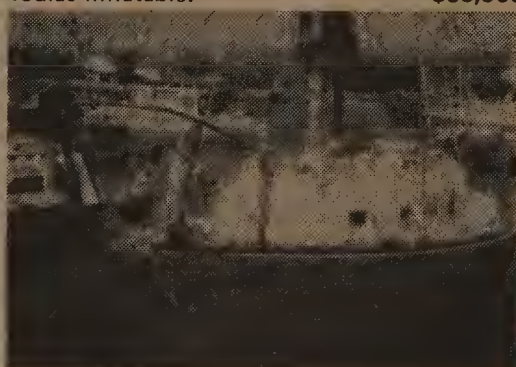
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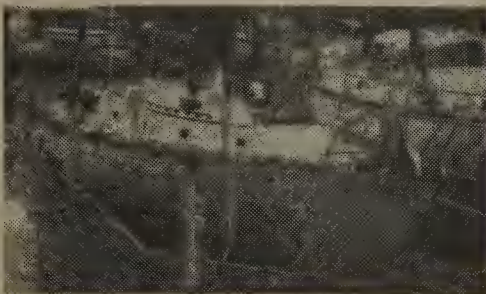
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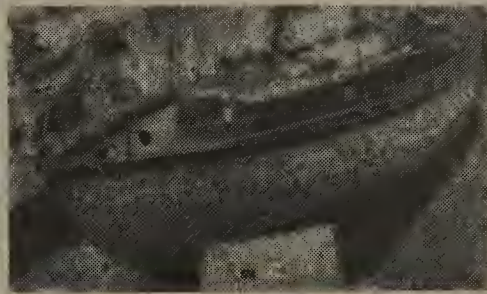
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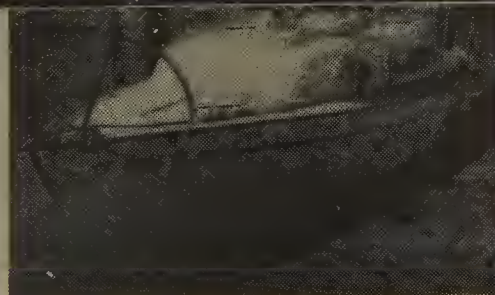
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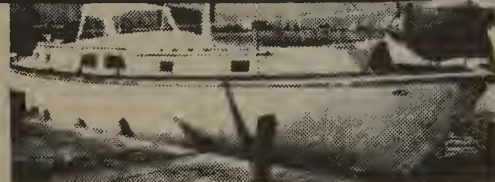
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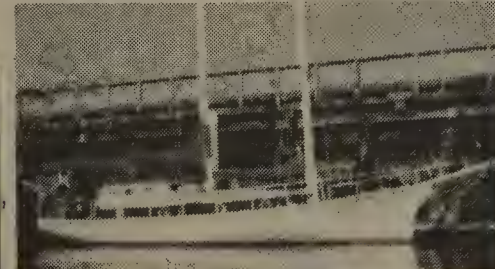
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41' GULFSTAR, 1974. Center cockpit aft cabin with engine room. Quality throughout with U.S. construction. Refrigeration, Perkins diesel, 4 sails on roller furling, VHF, flashing D.S., recording D.S., apparent wind I., wind speed I., Loran, K.M., A.P., emergency tiller, cannister liferaft, cockpit cushions, dodger, Bimini top, anchor windlass, etc. At our docks. \$75,000.



48' STAYSAIL SCHOONER. "Wandering Lassie" was built in 1917 with a new Perkins diesel installed in 1977. Extensive inventory and history. Beautiful example of old world tradition and craftsmanship. \$47,500.



48' ADMIRALTY OFFSHORE CRUISER. Even Lat. 38 couldn't refuse this fine motor cruiser. Double plank African mahogany over oak frames. Complete refurbish '77, '78. New diesel. Long range, comfortable, immaculate. \$102,000



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5/16"12c/ft. 7/16"22c/ft.
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Special Values New

Hi Seas Diesel Heater	\$231
Aque Guide R.D.F.	219
Gemtronics GT 1202S Recorder	372
Forespar mini Galley	43
Ratelco Cole Stove	168
R.F.D. 6-man Life Raft	1,100
Yanmar 2 QM 15-Diesel	2,580
Yanmar 2 QM 20-Diesel	3,030
Guest 202 200,000 C.P. Spotlight	44
Honda EM 400, ready to go	316
Impulse 360 Fathometer	249
Bress Trawler Lamps	58
3 wire, 30 amp Shore Power Cable	65/ft.
Silva Compasses	54
1/2" Gelv. Shackles	2
Stainless Scotch Boxes	44
Deks Olje no. 1	14.95/gal.
Deks Olje no. 2	20.95/gal.
Interlux Polycaulk, 11 oz.	5.95

Used

Mooring Float 36" dia. steel	75
Bronze Clubfoot Pedestal & Gooseneck	70
12" dia. wired porthole glass, each	4
Small boat binnacle compass	125
Bronze Navy bildge pump	30
2 1/2" w/c Seacock with thru hull	185
Aluminum & Plexi. opening hetch	100
Power Windless	200
Gimbelled BBQ	30
Pico Ster Kero. Lamp	50
3 burner propene stove	100
2 burner stainless steel kerosene stove	100
42 lb. Herreshoff anchor	150
Optimus Sea Swing	50
Lewmar 43 winch	160
Berient 21 Stainless Steel	198
Berient 20 Stainless Steel	125

Selected Brokerage Boats

22' Catalina	two from \$5,900
23' Nunes Bear	4,500
24' Bristol	11,400
24' C & C	14,000
24' Triumph Trimaran (2)	5,500
25' Debutante	8,000
25' O'Day	12,500
26' Excalibur	9,950
26' International Folkboat	15,500
26' Ranger	12,500
27' Ericson	18,900
27' Tartan	18,500
29' Cal.	27,800
29' Columbia	14,900
30' Bermuda Ketch	32,900
30' Spitzgatter	18,000
30' San Juan	29,000
32' Ansty Rustler	43,500/offer
32' Challenger	44,000
32' Kendall	two from 30,000
32' Westsail	56,000
33' Cheoy Lee Clipper	38,000
34' Cal.	34,500
34' CT	52,000
34' Hanna Ketch	20,000
34' Maas Yawl	26,900
35' Formosa Ketch	42,500
35' Magellan Motorsailer	41,900
35' Pearson Alberg	35,000
36' Islander	two from 49,000
37' Piver Lodestar	22,000
37' Garden Ketch	49,900
38' Javelin	39,000
40' Cheoy Lee Offshore	78,000
40' Herreshoff Ketch	45,000
40' Hinkley-Owens Cutter	39,500
40' Wayland Yawl, "Marybeth"	30,000
41' Cheoy Lee Custom	89,000
41' CT	70,000
41' Gulfstar	75,500
44' Trimaran	35,000
45' Garden Porpoise	50,000
45' Matthews Motorsailer	32,000
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52' Irwin	195,000